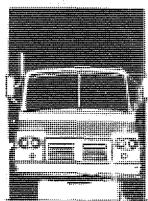
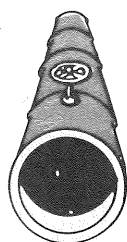
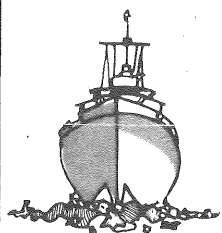
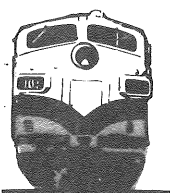
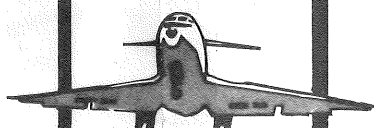


AAB 89/10

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NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

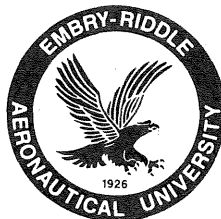
AIRCRAFT ACCIDENT REPORTS

**BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 3 OF 1988 ACCIDENTS**



NTSB/AAB-89/10

UNITED STATES GOVERNMENT



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TECHNICAL REPORT DOCUMENTATION

1. Report No. NTSB/AAB-89/10		2. Government Accession No. PB89-916910		3. Recipient's Catalog No.	
4. Title and Subtitle Aircraft Accident Briefs - Brief Format U.S. Civil and Foreign Aviation Calendar Year 1988 - Issue Number 3				5. Report Date JUNE 29, 1989	
				6. Performing Organization Code	
7. Author(s)				8. Performing Organization Report No.	
9. Performing Organization Name and Address Bureau of Field Operations National Transportation Safety Board Washington, D.C. 20594				10. Work Unit No.	
				11. Contract or Grant No.	
12. Sponsoring Agency Name and Address NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594				13. Type of Report and Period Covered Approximately 200 General Aviation and Air Carrier Accidents Occurring in 1988 in Brief Format	
				14. Sponsoring Agency Code	
15. Supplementary Notes					
16. Abstract This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1988. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident. File Numbers: 0401 through 0600					
17. Key Words Aviation accident, probable cause, findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather				18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161	
19. Security Classification (of this report) UNCLASSIFIED		20. Security Classification (of this page) UNCLASSIFIED		21. No. of Pages 406	
				22. Price	

FOREWORD

The National Transportation Safety Board, in accordance with the provisions of Title VII of the Federal Aviation Act of 1958 (as amended) and Section 304(a) of the Independent Safety Board Act of 1974, has determined the probable cause(s) of the accidents reported herein.

This publication is issued sixteen (16) times per year and contains approximately 200 U.S. and foreign aircraft accident/incident reports arranged in state and date order.

The enclosed computer briefs are the reports of the National Transportation Safety Board and thereby subject to the limitations of 49 USC 1441(e) which states:

"No part of any report or reports of the Board, relating to any accident or the investigation thereof, shall be admitted as evidence or used in any suit or action for damage growing out of any matter mentioned in such report or reports."

In reading these reports, it should be borne in mind that they are produced directly from records on magnetic disk by electronic data processing equipment. Due to spacing limitations a number of abbreviations are utilized in the narrative section. Therefore, caution should be exercised in reading this section on the Briefs of Accidents.

Collisions between aircraft are treated as one accident. An analysis is done on each aircraft involved in a collision. This produces two aircraft accident records per accident. Consequently, when compiling information on accidents involving collisions between aircraft, the number of accident records will exceed the number of accidents.

The Briefs of Accidents contain the essential information which fulfill most requirements of persons using these reports. However, for those having a need for more detailed information, the original factual reports are on file in the Washington Office of the National Transportation Safety Board. Upon request, these reports will be produced commercially for a fee to cover reproduction and postage. The cost will be assessed per printed page and photograph(s) reproduced.

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DEFINITIONS

The following definitions contained in CFR 49, Part 830, Paragraph 830.2 apply when used in this publication.

Aircraft Accidents

An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, and in which any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached thereto, or in which the aircraft receives substantial damage.

Fatal Injury

Any injury which results in death within 30 days of the accident.

Serious Injury

Any injury which 1) requires hospitalization for more than 48 hours, commencing within 7 days from the date the injury was received; 2) results in a fracture of any bone (except simple fractures of fingers, toes, or nose); involves lacerations which cause severe hemorrhages, nerve, muscle, or tendon damage; 4) involves injury to any internal organ; or 5) involves second or third degree burns affecting more than 5 percent of the body surface.

Substantial Damage

1) Except as provided in subparagraph (2) of this paragraph, substantial damage means damage or structural failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component. 2) Engine failure, damage limited to an engine, bent fairings or cowlings, dented skin, small punctured holes in the skin or fabric, ground damage to rotor or propeller blades, damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered "Substantial Damage" for the purpose of this part.

OCCURRENCE

Occurrence relates to the immediate circumstance of the event. Occurrences are numbered in descending order and directly relate to the phase of operation. Some examples of occurrences are as follows:

Gear Collapsed

Collapse of the landing gear due to mechanical failure other than malfunction of the retracting mechanism.

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

The type of operating certificate/type of operation refers to the purpose for which the aircraft is being operated at the time of the accident. This type of operating certificate is broken into two categories. These categories are:

1. GENERAL AVIATION

This operating certificate refers to operations involving U.S. and foreign aircraft owned and operated by persons, businesses, corporations, et cetera. This category also includes public use aircraft.

To further define General Aviation operations we have classified the following:

Personal

Flying by individuals in there own or rented aircraft for pleasure, or personal transportation not in furtherance of their occupation or company business.

Business

The use of aircraft by pilots (not receiving direct salary or compensation for piloting) in connection with their occupation or in the furtherance of a private business.

Corporate/Executive Operations

The use of aircraft owned or leased, and operated by a corporation or business firm for the transportation of personnel or cargo in furtherance of the corporation's or firm's business, and which are flown by professional pilots receiving a direct salary or compensation for piloting.

Instructional Flying

Refers to flying accomplished in supervised training under the direction of an accredited instructor.

Other Flying

Includes other kinds of flying not covered under the other broad categories. In some instances the criterion of direct financial return may or may not be present.

2. AIR CARRIER

This operating certificate refers to all operations conducted for direct financial return except instructional flying. It includes Domestic/Flag Air Carriers, Supplemental Air Carriers, All Cargo Air Service Air Carriers, Commercial Operators, Air Travel Club, and Corporate (14 CFR 125) operations. Also included in this category are Commuter Air Carrier and On-Demand Air Taxi operations.

Airframe/Component/System Failure/Malfunction

Occurrences resulting from failure of any part of the airframe/component/system while in flight or in motion on the ground. Excludes failure resulting from contact with another airplane or object, or impact with the ground, or damage from landing gear collapse or retraction.

Powerplant - Loss of Power

Occurrences of engine failure or malfunction for any reason. Includes engine stoppage, power interruption, or power loss, actual or simulated.

PHASE OF OPERATION

The phase of operation relates to the particular segment of the flight or occurrences during which the circumstances of the accident occur.

CAUSES AND RELATED FACTORS

In determining probable cause(s) of an accident, all facts, conditions and circumstances are considered. The object is to ascertain these cause-effect relationships in the accident sequence about which something can be done to prevent recurrence of the type of accident under consideration. Accordingly, for statistical purposes where two or more causes exist in an accident, each is recorded and no attempt is made to establish a primary cause. The term factor is used to denote those elements of an accident which further explain or supplement the probable cause(s). Additional items that are not categorized as cause or factors are indicated as findings. These items are of interest in the investigation, however, they do not relate directly to the cause of the accident.

BASIC WEATHER CONDITIONS

The types of weather conditions (VMC/IMC) are determined in accordance with the prescribed minima in Part 91 of the Federal Aviation Regulations. These minima pertain to the ceiling and visibility, in conjunction with the type of airspace at the accident site. Type of weather conditions are based on surface weather as determined from officially recognized sources. Weather conditions encountered in flight are not necessarily representative of the classifications VMC/IMC as carried under Weather Data.

FILE ORDER LISTING

ISSUE NUMBER 3

CALENDAR YEAR 1988

File Order Listing - Issue No. 3, 1988

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
402	9061B	032888	ANCHORAGE, AK	CHAMPION	7EC	NONE	4
403	2924R	042388	LAS VEGAS, NV	CESSNA	310G	FATAL	296
404	209K	032088	WHITWELL, TN	SLINGSBY	DART T-51	SERIOUS	348
405	2747P	071188	NORTH POLE, AK	PIPER	PA-22	NONE	28
405	9102D	071188	NORTH POLE, AK	PIPER	PA-18	NONE	30
406	4177Z	041788	PALMER, AK	PIPER	PA-18-150	FATAL	6
407	20389	052688	PLAINWELL, MI	CESSNA	172M	NONE	236
408	5647Y	070988	EGEGIK, AK	MAULE	M6-235	FATAL	24
409	1773U	072388	KONGIGANAK, AK	CESSNA	207A	SERIOUS	46
410	55552	050588	LAKE VILLAGE, IN	PIPER	PA-28-140	NONE	224
411	7958H	071888	ILLIAMNA, AK	PIPER	PA-12	NONE	40
412	739QH	062988	HEALY, AK	CESSNA	172	NONE	14
413	15268	063088	HOOVER BAY, AK	PIPER	PA-32	NONE	16
414	9895L	060188	NIKOLAI CREEK, AK	GRUMMAN	AA-1B	NONE	12
415	842JT	051788	TOGIAK, AK	PIPER	PA-18	NONE	10
417	2608F	070588	VERO BEACH, FL	PIPER	PA-38-112	NONE	184
418	73947	061588	BENOIT, MS	BELL	47G3B-1	SERIOUS	252
419	75033	063088	ATLANTIC OCEAN, AO	PIPER	PA-32R-300	NONE	90
420	9829M	080888	COOPER LANDING, AK	CESSNA	207A	NONE	66
421	1925	071788	PALMER, AK	AIRCOMMAND	532 ELITE	NONE	38
422	65185	041788	NEAR CENTRAL, AK	AEROSPATIALE	SA315B	MINOR	8
423	7628Q	061388	FORT LAUDERDALE, FL	CESSNA	402B	NONE	174
424	6390U	060988	TAMPA, FL	CESSNA	T210R	MINOR	172
425	25516	053188	MARCO ISLAND, FL	CESSNA	152	NONE	168
426	7420S	070488	FORT COLLINS, CO	BALLOON WORK	FIREFLY 8B	SERIOUS	150

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427	38573	073088	PARSON, TN	BEECH	V35B	NONE	352
428	32062	081488	KWETHLUK, AK	PIPER	PA-32	NONE	74
429	3128G	071388	OAKRIDGE, OR	AEROSPATIALE	SA315B	SERIOUS	322
430	67679	070888	SEATTLE, WA	DEHAVILLAND	DHC-2	NONE	374
431	5045U	070288	NAKNEK, AK	CESSNA	206	FATAL	18
432	6524X	070688	BAKER, NV	CESSNA	210	NONE	300
433	55714	070588	JOSEPH, OR	KAMAN	HH43	SERIOUS	318
434	91419	062688	ATHOL, ID	I.C.A.-BRASO	IS-29D	FATAL	206
435	70SA	060588	RENO, NV	CESSNA	210	NONE	298
436	5258C	051788	CHEMULT, OR	HUGHES	369E	SERIOUS	314
437	8974H	072188	COLFAX, WA	SCHWEIZER	G164A	NONE	378
438	8109B	072388	COEUR D'ALENE, ID	CESSNA	172	MINOR	208
439	24995	072988	FT. LEWIS, WA	CESSNA	152	NONE	380
440	2748K	072088	EASTSOUND, WA	CESSNA	180K	MINOR	376
441	4842Y	052088	CLEMENTSVILLE, ID	PIPER	PA-25-260	NONE	202
442	1393R	060288	MALJAMAR, NM	GULFSTREAM A	AA-5A	FATAL	290
443	2Q	010788	UPLAND, CA	SMITH	DSA-1	MINOR	106
444	5104E	050188	QUINCY, CA	CESSNA	180B	NONE	126
445	6466P	040288	LONE PINE, CA	PIPER	PA-24-250	NONE	124
446	2074M	071988	PORTOLA VALLEY, CA	BEECH	76	FATAL	140
448	8514F	012888	STOCKTON, AL	BELL	204B	SERIOUS	82
449	2929R	030488	BOW, KY	BEECH	A36	FATAL	230
450	9570K	051188	TEMECULA, CA	STINSON	108-2	NONE	128
451	5504S	041788	FLORENCE, AZ	BELLANCA	8GCBC	NONE	98
452	34338	071788	SANTA TERESA, NM	CESSNA	177RG	NONE	294

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453	135E	070988	ERIE, CO	PIPER	PA-28R-201	NONE	152
454	732BR	051588	ST. GEORGE, UT	CESSNA	210L	NONE	360
455	618T	050188	RUIDOSO, NM	BEECH	H35	NONE	288
456	6059R	050188	LAS VEGAS, NM	CESSNA	172G	NONE	286
457	62243	070588	SIOUX FALLS, SD	SIKORSKY	S-58J	MINOR	342
458	60276	042988	SANDY RIDGE, NC	CESSNA	150J	NONE	272
459	295SZ	042288	CHESTER, SC	ROLLADEN SCH	LS-4	NONE	332
459	45BD	042288	CHESTER, SC	ROLLADEN SCH	LS-4	NONE	334
460	747JR	051188	SACRAMENTO, CA	BOEING	A75N1	NONE	130
461	8847X	042088	COOLIDGE, AZ	CESSNA	182D	NONE	100
462	8801Y	022788	MODESTO, CA	EAGLE	DW-1	MINOR	112
463	93769	071988	BETTLES, AK	CESSNA	185	NONE	42
464	4742E	071188	GEORGETOWN, AK	CESSNA	A185F	NONE	32
465	29148	072288	DILLINGHAM, AK	PIPER	PA-32-300	MINOR	44
466	493CA	072688	SAND POINT, AK	PIPER	PA-32	SERIOUS	48
467	7448V	021488	BIRMINGHAM, AL	MOONEY	M20F	MINOR	84
468	757ZY	051188	NAUVOO, IL	CESSNA	152	SERIOUS	218
469	6126G	041788	PINCONNING, MI	CESSNA	150K	NONE	232
470	64508	040688	CHAMPAIGN, IL	CESSNA	172M	NONE	216
471	96010	032688	SALEM, IL	CESSNA	152	NONE	214
472	7377V	012388	BARRON, WI	BELLANCA	17-30	NONE	386
473	9686S	052188	LA CROSSE, WI	CHAMPION	7GCBC	MINOR	388
474	6042E	042888	MILACA, MN	BEECH	K35	NONE	238
475	15372	050788	SAULT STE MARIE, MI	PIPER	PA-28-140	NONE	234
476	5658G	052788	GARY, IN	CESSNA	150K	MINOR	226

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477	81893	042188	PAHOKEE, FL	BEECH	E55	NONE	166
478	51HH	041588	DEFUNIAK SPRNGS, FL	HENDERSON	RV-4	SERIOUS	158
479	736AF	052988	AURORA, IL	CESSNA	R172K	NONE	220
480	5317K	060988	FAIRMONT, MN	CESSNA	172	NONE	242
481	49771	061988	WARROAD, MN	DEHAVILLAND	DHC2-MK I	MINOR	244
482	4917K	022388	KANKAKEE, IL	CESSNA	T210N	MINOR	212
483	66452	030188	CRANE, IN	CESSNA	150M	NONE	222
484	3818U	030688	KNOXVILLE, TN	BEECH	77	FATAL	344
484	60371	030688	KNOXVILLE, TN	CESSNA	150	FATAL	346
486	60358	042088	DELAND, FL	CESSNA	150J	NONE	164
487	434N	063088	ROANOKE, VA	TRAVEL AIR	D4D	NONE	362
488	31253	072488	WINDSOR, VA	BELLANCA	7GCAA	NONE	364
489	4305A	021888	GALION, OH	PIPER	PA-22-150	MINOR	306
490	2832J	020588	LODI, CA	CESSNA	A188B	NONE	108
491	6785Y	021888	GOODYEAR, AZ	BEECH	F33A	NONE	96
492	7735	022188	NIXA, MO	BELL	47D1	FATAL	246
493	99373	040288	PALO ALTO, CA	ERCOUPE	415-C	MINOR	122
494	788G	040288	BOULDER, CO	BURKHART GRO	G103A	FATAL	142
495	6254G	013188	BARNWELL, SC	CESSNA	150K	SERIOUS	326
496	5115C	030988	NOME, AK	BEECH	B35	FATAL	2
497	88276	070988	QUARTZ CREEK, AK	BELLANCA	7GCBC	NONE	22
498	48055	071488	GALLUP, NM	CESSNA	152	NONE	292
499	4346B	071088	ANCHORAGE, AK	CESSNA	170B	NONE	26
500	9487F	050788	MINNEAPOLIS, MN	HUGHES	269B	MINOR	240
502	9674P	051388	MOCKSVILLE, NC	PIPER	PA-18-150	NONE	276

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505	8644H	062288	COTTON PLANT, AR	GRUMMAN	G-164A	NONE	94
506	91371	041488	PAINESVILLE, OH	PIPER	PA-38-112	NONE	308
507	2255K	040488	MC CULLOUGH, AL	BEECH	M35	NONE	86
508	633BC	021488	WAKEMAN, OH	CESSNA	172P	NONE	304
509	29779	022088	BIG SPRING, TX	TAYLORCRAFT	BC12-D	FATAL	358
510	2032M	041788	FORT MYERS, FL	PIPER	PA-32-300	NONE	160
511	50945	061288	CARTHAGE, MS	CESSNA	150J	NONE	250
512	71035	080788	VERADALE, WA	CESSNA	182	NONE	382
513	7964H	080888	GALENA, AK	PIPER	PA-12	NONE	70
514	6893B	081588	TOK, AK	PIPER	PA-18-150	NONE	76
515	8066C	080888	CHANDALAR RIVER, AK	PIPER	PA-18	NONE	68
516	95056	061988	COLDWATER, MS	CESSNA	152	MINOR	254
517	108HA	071888	CLEWISTON, FL	HILLER	UH-12E	NONE	186
518	4472D	051988	BULLHEAD CITY, AZ	BEECH	G-35	SERIOUS	102
519	128JM	030488	MERRITT ISLAND, FL	HUNTER	VELOCITY	SERIOUS	156
520	67446	052888	FORT COLLINS, CO	CESSNA	152	NONE	144
521	2460A	081788	YENTA GLACIER, AK	PIPER	PA-18-150	NONE	78
522	58AT	080988	KOTZEBUE, AK	ARTIC AIRCRA	S-1B2	FATAL	72
523	2387T	061488	VERO BEACH, FL	PIPER	PA-38-112	MINOR	176
524	8052G	011588	CAMDEN, AR	CESSNA	177RG	SERIOUS	92
525	5327D	072788	NORTHWAY, AK	CESSNA	180A	NONE	50
526	5135H	072788	KUSTATAN RIVER, AK	PIPER	PA-14	NONE	54
527	2212F	073088	PILOT POINT, AK	PIPER	PA-28-140	NONE	56
528	8580D	073188	VALDEZ, AK	PIPER	PA-18	NONE	58
529	1192C	080288	DELTA JUNCTION, AK	PIPER	PA-18	NONE	60

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530	2723V	080588	CHIGNIK, AK	CESSNA	172	NONE	64
531	6659N	080488	WASILLA, AK	TAYLORCRAFT	15A	NONE	62
532	1089D	070888	KITOI BAY, AK	HUGHES	369D	NONE	20
533	8653Y	072788	ANCHORAGE, AK	PIPER	PA-18	NONE	52
534	34GK	050388	WILKESBORO, NC	PIPER	PA-31-325	NONE	274
535	46836	051488	CHINO, CA	FAIRCHILD	M-62A-3	MINOR	132
536	2952A	031388	CORONA, CA	CESSNA	180	NONE	116
537	25732	021088	VAN NUYS, CA	PIPER	PA-38-112	MINOR	110
538	2243W	062488	TERRY, MT	BELL/SOLOY	47G	SERIOUS	264
539	8371T	061988	BOSTON, GA	CESSNA	175C	MINOR	198
540	5705Q	060488	HARTWELL, GA	MOONEY	M-20	NONE	196
541	81940	061388	WESTCLIFFE, CO	HALL	HP-18	NONE	148
542	268NA	011588	FLORENCE, SC	PIPER	PA-44-180	NONE	324
543	9272S	032288	SEVIERVILLE, TN	BEECH	C23	FATAL	350
544	9990P	071888	BUCHANAN, ND	PIPER	PA-36-285	NONE	282
545	4970J	062288	BIG TIMBER, MT	CESSNA	T188C	MINOR	262
546	66SL	051488	MERCED, CA	PIPER	PA-34-200T	NONE	136
547	74T	051488	MIDDLETOWN, CA	SLINGSBY	T59D KESTR	NONE	134
548	917WP	030888	CHINO, CA	PAGE	LONG EZ	MINOR	114
549	32Y	052188	PASO ROBLES, CA	ROBINSON	R22	NONE	138
550	8284G	081688	OAK CITY, NC	CESSNA	A188B	NONE	278
551	25057	070288	MARATHON, FL	CESSNA	152	NONE	182
552	2197K	072588	SANFORD, FL	PIPER	PA-44-180	NONE	188
553	9369M	072688	PUNTA GORDA, FL	MOONEY	M-20E	NONE	190
554	17795	061888	BELLEVUE, WA	BEECH	58P	MINOR	370

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
555	5427A	030188	BURNS, OR	CESSNA	T210N	MINOR	312
556	5982G	080188	SELBYVILLE, DE	CESSNA	150K	NONE	154
557	3709X	010288	MINEOLA QUITMAN, TX	AERO COMMAND	100-180	MINOR	356
558	62771	070188	EAST HAMPTON, NY	PIPER	PA-23-250	SERIOUS	302
559	2322F	041888	MCDAVID, FL	PIPER	PA-38-112	NONE	162
560	4029R	053188	GRETNA, FL	HILLER	UH-12E	NONE	170
561	59368	031488	ARVIN, CA	BELL	UH-1B	MINOR	120
562	2720F	042188	RAPID CITY, SD	CESSNA	182J	FATAL	336
564	2RE	062988	SKYKOMISH, WA	CESSNA	150F	FATAL	372
565	9719G	010288	WOODSTOCK, GA	NORTH AMERIC	T-28C	FATAL	192
566	915TW	011988	HICKMAN, KY	DOUGLAS	DC-9-82	SERIOUS	228
567	4108C	060688	COLLINSVILLE, OK	STINSON	108-3	FATAL	310
568	8205	050588	LAWRENCEVILLE, GA	PIPER	PA-28-161	NONE	194
569	4379A	061588	LAKE WALES, FL	PIPER	PA-32R-301	NONE	178
570	5244F	031688	MYRTLE BEACH, SC	CESSNA	172F	NONE	328
571	704MN	062788	DAVISVILLE, FL	CESSNA	150M	NONE	180
572	9086T	081088	VALLEY PARK, MS	TOMCAT	MK-5A	MINOR	256
573	2344U	081188	TUPELO, MS	CESSNA	172D	NONE	258
574	4233E	041688	BARNWELL, SC	PIPER	PA-38-112	NONE	330
575	8819L	082288	LA GRANGE, NC	PIPER	PA-25-235	NONE	280
576	25265	030288	STATESVILLE, NC	CESSNA	152	NONE	268
577	69WW	080788	TETERBORO, NJ	SIKORSKY	S-76A	NONE	284
578	87JP	031488	ANTIOCH, CA	PAXTON	RV-3A	SERIOUS	118
579	999HP	060188	ENGLEWOOD, CO	CESSNA	TR-182RG	SERIOUS	146
581	31DJ	051288	CUT BANK, MT	JUDGE	Q2	NONE	260

File Order Listing - Issue No. 3, 1988

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
582	8802Z	060488	FERNEY, SD	EAGLE	DW-1	SERIOUS	340
583	2123Z	060188	GETTYSBURG, SD	CESSNA	180	NONE	338
584	1299L	082688	LAKESIDE, MT	LAKE	LA-4-200	NONE	266
585	223RD	080288	ASHLAND CITY, TN	VAN	RV-4	FATAL	354
586	7233V	081388	REDBUD, GA	INTERMOUNTAI	CALLAIR A-	NONE	200
587	8880R	040888	BOONE, NC	BELLANCA	14-19-3A	FATAL	270
588	55CX	071588	WRANGELL, AK	DE HAVILLAND	DHC-3	NONE	36
589	64398	081888	SITKA, AK	DEHAVILLAND	DHC-2 MARK	FATAL	80
590	5923F	062488	BEND, OR	CESSNA	210G	SERIOUS	316
591	7112E	061788	ATHOL, ID	CESSNA	182B	MINOR	204
592	90134	060388	OLYMPIA, WA	CESSNA	175	NONE	368
593	736KG	041088	WALLA WALLA, WA	CESSNA	172XP	NONE	366
594	2936	082788	BREMERTON, WA	LATHAM ALCO	COUPE	NONE	384
595	3PH	080688	HALLEY, ID	BEECH	K-35	NONE	210
596	18823	071288	THE DALLES, OR	BEECH	C23	MINOR	320
597	8620C	071388	HAINES, AK	ENSTROM	F-28F	NONE	34
598	4712D	032588	PRESTON, MO	CESSNA	152	NONE	248
599	48438	051688	CLANTON, AL	GRUMMAN	G164A	NONE	88
600	904Q	052988	PHOENIX, AZ	BEECH	H-35	FATAL	104

AIRCRAFT ACCIDENT REPORTS
BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 3 OF 1988 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 496 3/09/88 NOME,AK

A/C Reg. No. N5115C

Time (Lcl) - 2347 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-CRUISE				

Fire	Crew	1
NONE	Pass	0

-----Aircraft Information-----

Make/Model - BEECH B35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-185-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 185 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 020/020 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 20000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
MCGRATH,AK
Destination
NOME,AK

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,FLT ENG
SE LAND,ME LAND

Age - 43
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3600
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 100
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT SUSTAINED AN IN-FLIGHT BREAKUP DURING THE ENROUTE PHASE OF THE FLIGHT. THE LEFT FITTING THAT SECURES THE FRONT SPARS OF THE STABILIZERS TO THE FUSELAGE REVEALED THE PRESENCE OF PRE-EXISTING FATIGUE CRACKING. THE INITIAL SEPARATION OF THE LEFT STABILIZER WAS INDICATIVE OF AN UPWARD FAILURE, WITH THE INITIAL SEPARATION IN THE FRONT SPAR. THE PILOT WAS A CERTIFIED A&P MECHANIC. NO PILOT OR AIRCRAFT LOGS WERE RECOVERED. NO EVIDENCE WAS FOUND INDICATING MAINTENANCE BEING PERFORMED BY PERSONS OTHER THAN THE PILOT.

Brief of Accident (Continued)

File No. - 496

3/09/88

NOME, AK

A/C Reg. No. N5115C

Time (Lc1) - 2347 AST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

1. STABILIZER - FATIGUE
2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - PILOT IN COMMAND
3. STABILIZER - SEPARATION
4. MAINTENANCE, RECORDKEEPING - IMPROPER - PILOT IN COMMAND
5. WEATHER CONDITION - GUSTS
6. WEATHER CONDITION - TURBULENCE

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 402 3/28/88 ANCHORAGE, AK A/C Reg. No. N9061B Time (Lcl) - 1530 ADT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - CHAMPION 7EC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
No. of Seats - 2

Eng Make/Model - CONTINENTAL C90-12F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 90 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 70.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WILLOW, AK
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRSTRIP

Airport Data

MERRILL
Runway Ident - 33
Runway Lth/Wid - 2469/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND, SE SEA

Age - 59
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 364 Last 24 Hrs - 2
Make/Model- 266 Last 30 Days- 2
Instrument- 0 Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT LOST DIRECTIONAL CONTROL OF THE AIRPLANE DURING THE LANDING ROLL. THE AIRCRAFT GROUNDLOOPED TO THE LEFT, STRIKING A FENCE. THE PILOT REPORTED THAT HE CAME IN HIGH AND HURRIED HIS APPROACH TO FIT IN WITH THE FLOW OF AIR TRAFFIC AT THE CONTROLLED FIELD.

Brief of Accident (Continued)

File No. - 402

3/28/88

ANCHORAGE, AK

A/C Reg. No. N9061B

Time (Lc1) - 1530 ADT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
2. SELF-INDUCED PRESSURE - PILOT IN COMMAND
3. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
4. LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - ROLL

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 406

4/17/88

PALMER, AK

A/C Reg. No. N4177Z

Time (Lcl) - 1520 ADT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 1	0	0	0
Pass 0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91

Fire
NONE

Accident Occurred During -TAKEOFF - GROUND RUN

-----Aircraft Information-----

Make/Model - PIPER PA-18-150
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1625
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 140/010 KTS
Visibility - 40.0 SM

Lowest Sky/Clouds - 1000 FT SCATTERED
Lowest Ceiling - 10000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

FARM FIELD
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 33

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - 280	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT-IN-COMMAND WAS A CERTIFICATED AIRFRAME AND POWERPLANT MECHANIC WHO WAS WORKING ON THE AIRPLANE. THE OWNER STATED THAT THE MECHANIC WAS NOT AUTHORIZED TO FLY THE AIRPLANE. THE PILOT'S BROTHER STATED HE HAD JUST DISEMBARKED FROM THE AIRPLANE AFTER A SHORT FLIGHT. HE WATCHED THE TAKEOFF AND SAID THAT THE AIRPLANE LIFTED OFF ABRUPTLY AND ALMOST STRUCK A METAL MARKING STAKE. HE SAID THE AIRPLANE CLIMBED BRIEFLY, THEN ENTERED A STEEP RIGHT BANK THEN THE AIRPLANE'S NOSE FELL AND THE AIRPLANE CRASHED.

Brief of Accident (Continued)

File No. - 406

4/17/88

PALMER, AK

A/C Reg. No. N4177Z

Time (Lc1) - 1520 ADT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. MANEUVER - ABRUPT - PILOT IN COMMAND
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
5. STOLEN AIRCRAFT/UNAUTHORIZED USE - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 422 4/17/88 NEAR CENTRAL, AK A/C Reg. No. N65185 Time (Lcl) - 1750 ADT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	1	0	
Pass	0	0	0	0	
Other	0	0	1	0	

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -STANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - AEROSPATIALE SA315B
Landing Gear - SKID
Max Gross Wt - 5070
No. of Seats - 5

Eng Make/Model - TURBOMECA ARTOUSTE IIIB
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 562 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 005/010 KTS

Visibility - 60.0 SM

Lowest Sky/Clouds - 20000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, ATP, CFI

SE LAND, ME LAND

HELICOPTER

Age - 45

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 10923	Last 24 Hrs -	7
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Make/Model-	1699	Last 30 Days-	UNK/NR
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Instrument-	326	Last 90 Days-	109
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Multi-Eng -	33	Rotorcraft -	10710
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Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE PILOT-IN-COMMAND LANDED AT THE "HOT" REFUELING SITE AND WAS ATTEMPTING TO EXIT THE HELICOPTER FOR A CREW CHANGE. THE HOT REFUELING LANDING PAD CONSISTED OF A BLACK MEMBRANE WITH BUNDLES OF LATHS PLACED PERPENDICULAR TO THE HELICOPTER'S SKIDS TO PREVENT THE SKIDS FROM PUNCTURING THE MEMBRANE. THE PILOT LANDED ON THESE LATHS AND FRICTIONED THE CONTROLS DOWN AND LEFT THE ENGINE AND ROTOR BLADES OPERATING AT FULL RPM. WHILE HE WAS ATTEMPTING TO EXIT THE HELICOPTER IT SHIFTED REARWARD. HE JUMPED BACK IN THE SEAT ATTEMPTING TO REGAIN CONTROL. THE HELICOPTER LIFTED OFF THE GROUND, TURNED 180 DEGREES, AND CRASHED. THE REFUELER RECEIVED MINOR INJURIES.

Brief of Accident (Continued)

File No. - 422

4/17/88

NEAR CENTRAL, AK

A/C Reg. No. N65185

Time (Lcl) - 1750 ADT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. REFUELING - ATTEMPTED - PILOT IN COMMAND
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
4. RELINQUISHING OF CONTROL - INTENTIONAL - PILOT IN COMMAND
5. TERRAIN CONDITION - LOOSE OBJECTS

Occurrence #2 ROLL OVER
Phase of Operation STANDING - ENGINE(S) OPERATING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 415 5/17/88 TOGIAK,AK A/C Reg. No. N842JT Time (Lcl) - 0900 ADT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-18
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 2

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- LIGHT AND VARIABLE
Visibility - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TONGUE POINT,AK
Destination
TOGIAK,AK

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - SOFT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,SE SEA

Age - 24
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1400
Make/Model- 20
Instrument- 20
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 100

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE TAKEOFF FROM A BEACH, THE AIRCRAFT HIT A LOG CAUSING SUBSTANTIAL DAMAGE TO THE LANDING GEAR. THE PILOT STATED THAT DURING THE TAKEOFF RUN HE DID NOT SEE THE LOG. HE THEN PROCEEDED TO AN AIRPORT WHERE DURING THE LANDING ROLL THE LANDING GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 415

5/17/88

TOGIAC,AK

A/C Reg. No. N842JT

Time (Lcl) - 0900 ADT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
 2. UNSUITABLE TERRAIN - NOT IDENTIFIED - PILOT IN COMMAND
 3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 414 6/01/88 NIKOLAI CREEK, AK A/C Reg. No. N9895L Time (Lcl) - 2130 ADT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -TAXI			0	0	0
					1
					1

-----Aircraft Information-----

Make/Model - GRUMMAN AA-1B	Eng Make/Model - LYCOMING O-235-C2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1560	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- LIGHT AND VARIABLE</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point PALMER, AK</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data</p> <p>DIRT ROAD</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - DIRT</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 30</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - AA-1B</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 127</p> <p>Make/Model- UNK/NR</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- 12</p> <p>Last 90 Days- 16</p>
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Instrument Rating(s) - NONE

-----Narrative-----

A PILOT REPORTED THAT HE WAS ATTEMPTING TO TAXI OFF THE DIRT ROAD THAT HE HAD JUST USED AS A LANDING SITE IN A RURAL AREA OF ALASKA, WHEN THE AIRPLANE'S LEFT MAIN LANDING GEAR WHEEL BECAME MIRED IN A SOFT SPOT. THE AIRCRAFT VEERED OFF THE ROAD INTO A DITCH.

Brief of Accident (Continued)

File No. - 414

6/01/88

NIKOLAI CREEK, AK

A/C Reg. No. N9895L

Time (Lcl) - 2130 ADT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. TERRAIN CONDITION - SOFT
 2. UNSUITABLE TERRAIN - ENCOUNTERED - PILOT IN COMMAND
 3. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
 4. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 6. TERRAIN CONDITION - DITCH
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation TAXI - FROM LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 412 6/29/88 HEALY,AK

A/C Reg. No. N739QH

Time (Lcl) - 1630 ADT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/015 KTS
Visibility - 35.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FAIRBANKS,AK
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRSTRIP

Airport Data

PRIVATE STRIP
Runway Ident - UNK/NR
Runway Lth/Wid - 1500/ 100
Runway Surface - GRASS/TURF
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 28
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - PA-44

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 527
Last 24 Hrs - 1
Make/Model- 347
Last 30 Days- 36
Instrument- 111
Last 90 Days- 59
Multi-Eng - 25

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE COMMERCIAL PILOT/FLIGHT INSTRUCTOR WAS ATTEMPTING TO LAND AT A PRIVATE TURF AIRSTRIP WHEN SHE REPORTEDLY ENCOUNTERED THE OUTFLOW FROM A THUNDERSTORM LOCATED ABOUT ONE MILE AWAY. SHE ELECTED TO CONTINUE WITH THE LANDING AND TOUCHED DOWN WITH A GREATER THAN DESIRED GROUND SPEED. THE AIRPLANE WAS STILL DECELERATING AT THE FAR END OF THE STRIP WHEN IT ENCOUNTERED A MUD HOLE AND NOSED-OVER.

Brief of Accident (Continued)

File No. - 412

6/29/88

HEALY, AK

A/C Reg. No. N739QH

Time (Lc1) - 1630 ADT

Occurrence #1

OVERRUN

Phase of Operation

LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - WINDSHEAR
2. WEATHER CONDITION - TAILWIND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
5. DISTANCE - MISJUDGED - PILOT IN COMMAND
6. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2

NOSE OVER

Phase of Operation

LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 413 6/30/88 HOOPER BAY, AK A/C Reg. No. N15268 Time (Lcl) - 1915 ADT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE
Crew 0
Pass 0

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	6

-----Aircraft Information-----

Make/Model - PIPER PA-32
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-KIA5
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 310/030 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
EMMONAK, AK
Destination
HOOPER BAY, AK

Airport Proximity
ON AIRSTRIP

Airport Data

HOOPER BAY
Runway Ident - 31
Runway Lth/Wid - 3600/ 100
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND, SE SEA
HELICOPTER

Age - 46

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - C-207

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 9586	Last 24 Hrs	- 7
Make/Model-	520	Last 30 Days-	90
Instrument-	1340	Last 90 Days-	231
Multi-Eng	- 550	Rotorcraft	- 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE COMMERCIALLY CERTIFICATED PILOT WAS ATTEMPTING TO LAND IN WINDS ESTIMATED AS 30 KNOTS GUSTING TO 40. HE REPORTEDLY HIT A DOWNDRAFT JUST PRIOR TO LANDING AND HAD A HARDER THAN NORMAL TOUCHDOWN. DURING THE LATER STAGES OF THE LANDING ROLL-OUT, HE APPLIED THE BRAKES AND THE LEFT MAIN GEAR LEG COLLAPSED.

Brief of Accident (Continued)

File No. - 413

6/30/88

HOOPER BAY, AK

A/C Reg. No. N15268

Time (Lc1) - 1915 ADT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - GUSTS
3. WEATHER CONDITION - DOWNDRAFT
4. FLARE - INADEQUATE - PILOT IN COMMAND
5. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. LANDING GEAR, MAIN GEAR STRUT - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 431 7/02/88 NAKNEK, AK A/C Reg. No. N5045U Time (Lcl) - 2325 ADT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage

DESTROYED

Fire NONE

Injuries			
Fatal	Serious	Minor	None
Crew 1	0	0	0
Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 206
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 2

Eng Make/Model - CONTINENTAL IO-520-A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - IMC

Wind Dir/Speed- LIGHT AND VARIABLE

Visibility - .500 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 100 FT OBSCURED

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

NAKNEK, AK

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

Age - 65

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - 9500

Make/Model- UNK/NR

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- 100

Last 90 Days- 200

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS HAULING FISH FROM REMOTE BEACH SITES IN ALASKA TO A NEARBY GRAVEL AIRSTRIP. WITNESSES REPORTED SEEING THE AIRPLANE MAKE TWO APPROACHES TO THE FIELD IN WEATHER ESTIMATED AS VISIBILITY 1/2 MILE IN FOG, AND A CEILING OF 100-200 FEET. AFTER THE TWO LANDING ATTEMPTS, THE AIRPLANE DEPARTED AT LOW ALTITUDE AND COLLIDED WITH A LIGHTED RADIO TOWER APPROXIMATELY 164' ABOVE THE GROUND. THE TOWER WAS LOCATED ABOUT ONE MILE NORTH-EAST OF THE AIRSTRIP.

Brief of Accident (Continued)

File No. - 431

7/02/88

NAKNEK,AK

A/C Reg. No. N5045U

Time (Lc1) - 2325 ADT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. ALTITUDE - IMPROPER - PILOT IN COMMAND
3. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. WEATHER CONDITION - FOG
5. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND
6. OBJECT - ELECTRICAL TOWER(MARKED)
7. LIGHT CONDITION - DUSK

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 1,3,4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 532 7/08/88 KITOI BAY,AK A/C Reg. No. N1089D Time (Lcl) - 2035 ADT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-SOLOY HELICOPTERS, INC.	SUBSTANTIAL						
Type of Operation	-NON SCHED,DOMESTIC,PAX/CARGO	Fire						
Flight Conducted Under	-14 CFR 135	NONE	Crew	0	0	0	1	
Accident Occurred During	-TAKEOFF		Pass	0	0	0	1	

-----Aircraft Information-----

Make/Model	- HUGHES 369D	Eng Make/Model	- ALLISON 250-C20B	ELT Installed/Activated	- YES/NO
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2100	Engine Type	- TURBOSHAFT		
No. of Seats	- 2	Rated Power	- 420 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	SAME AS ACC/INC
Completeness	- N/A	Destination
Basic Weather	- VMC	LOCAL
Wind Dir/Speed	- 130/006 KTS	ATC/Airspace
Visibility	- 15.0 SM	Type of Flight Plan
Lowest Sky/Clouds	- 7000 FT SCATTERED	- COMPANY (VFR)
Lowest Ceiling	- 10000 FT OVERCAST	Type of Clearance
Obstructions to Vision	- NONE	- NONE
Precipitation	- NONE	Type Apch/Lndg
Condition of Light	- DAYLIGHT	- NONE

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,ATP	Current - YES	Total - 4218	Last 24 Hrs - 6
SE LAND	Months Since - 12	Make/Model- 2622	Last 30 Days- 141
HELICOPTER	Aircraft Type - H-369D	Instrument- 186	Last 90 Days- 223
			Rotorcraft - 4005

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE HELICOPTER LANDED WITH THE LEFT SKID AGAINST A SURVEY STAKE WHICH PROTRUDED FROM THE GROUND ABOUT 6 INCHES. UPON LIFTOFF THE SKID DID NOT CLEAR THE METAL STAKE BEFORE THE HELICOPTER STARTED MOVING Laterally TO THE LEFT. THE LEFT SKID REMAINED AGAINST THE METAL STAKE AND THE HELICOPTER ROLLED OVER ON TO ITS LEFT SIDE. THE PILOT STATED LATER THAT THE LATERAL TRIM MOTOR HAD FAILED REQUIRING 35 POUNDS OF PRESSURE TO THE RIGHT AGAINST THE CYCLIC WHILE AT A HOVER.

Brief of Accident (Continued)

File No. - 532

7/08/88

KITOI BAY, AK

A/C Reg. No. N1089D

Time (Lc1) - 2035 ADT

Occurrence #1 ROLL OVER
Phase of Operation TAKEOFF

Finding(s)

1. LIFT-OFF - RESTRICTED -
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. CYCLIC - IMPROPER USE OF - PILOT IN COMMAND
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - IMPROPER USE OF - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 497 7/09/88 QUARTZ CREEK, AK A/C Reg. No. N88276 Time (Lcl) - 2315 ADT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -TAXI			0	0	0
					2
					0

-----Aircraft Information-----

Make/Model - BELLANCA 7GCBC	Eng Make/Model - LYCOMING O-320-A2D	ELT Installed/Activated - YES/YES
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SOLDOTNA, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 12000
SE LAND,ME LAND,SE SEA	Months Since - 1	Make/Model- 121
	Aircraft Type - DHC-2	Instrument- 520
		Multi-Eng - 900
		Last 24 Hrs - 9
		Last 30 Days- 69
		Last 90 Days- 124

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE FLIGHT INSTRUCTOR, HE AND THE STUDENT PILOT ATTENDED A PICNIC AND WERE RETURNING. DURING THE DEPARTURE, AND WHILE ATTEMPTING A STEP TAXI TURN, THEY STRUCK THE TREES ALONG THE SHORELINE.

Brief of Accident (Continued)

File No. - 497

7/09/88

QUARTZ CREEK, AK

A/C Reg. No. N88276

Time (Lc1) - 2315 ADT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 2. CLEARANCE - MISJUDGED - DUAL STUDENT
 3. TAXISPEED - EXCESSIVE - DUAL STUDENT
 4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 408 7/09/88 EGEGIK, AK A/C Reg. No. N5647Y Time (Lcl) - 1150 ADT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING - ROLL		Other	0	0	0	2
			1	0	1	0

-----Aircraft Information-----

Make/Model - MAULE M6-235	Eng Make/Model - LYCOMING IO-540-W1A5D	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 235 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	NAKNEK, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 170/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 65	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 30000
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 11	Last 24 Hrs - 1
	Aircraft Type - M-6	Make/Model- 970
		Last 30 Days- 20
		Instrument- 0
		Last 90 Days- 40
		Multi-Eng - 2000

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TOUCHDOWN ON THE BEACH, THE AIRCRAFT STRUCK A THREE-WHEELED SCOOTER (ATV). THE ATV WAS SUBSTANTIALLY DAMAGED AND THE DRIVER OF THE ATV, AN ELEVEN YEAR OLD BOY, DIED A FEW DAYS LATER. THE ATV PASSENGER, A EIGHT YEAR OLD GIRL, RECEIVED MINOR INJURIES. WITNESSES NEAR THE ACCIDENT SITE STATED THAT AFTER THE AIRCRAFT TOUCHED DOWN, AND DURING THE LANDING ROLL, THE ATV CROSSED DIRECTLY IN FRONT OF THE AIRCRAFT AND WAS STRUCK BY THE PROPELLER. THE LANDING SITE SELECTED BY THE PILOT WAS A POPULAR BEACH, NORMALLY OCCUPIED BY LOCAL RESIDENTS OF A NEARBY COMMUNITY. HOWEVER, THE PILOT STATED THAT HE HAD SELECTED THE BEACH FOR LANDING SO HE AND THE PAX COULD LOOK AT LOCAL FISHING SITES.

Brief of Accident (Continued)

File No. - 408

7/09/88

EGEGIK, AK

A/C Reg. No. N5647Y

Time (Lcl) - 1150 ADT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. OBJECT - VEHICLE
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. CLEARANCE - INADEQUATE - PILOT IN COMMAND
 4. VISUAL/AURAL PERCEPTION - DRIVER OF VEHICLE
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3.

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 499 7/10/88 ANCHORAGE, AK A/C Reg. No. N4346B Time (Lcl) - 1130 ADT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injuries			
Type of Operation - PERSONAL	Fire	Crew	0	Serious	Minor	None	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1	
Accident Occurred During -LANDING				0	0	1	

-----Aircraft Information-----

Make/Model - CESSNA 170B	Eng Make/Model - CONTINENTAL IO-360C	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 210 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	ANCHORAGE, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PRIVATE STRIP
Wind Dir/Speed- 310/009 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 800/ 25
Lowest Sky/Clouds - 20000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		ROUGH
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1319
SE LAND, SE SEA	Months Since - 6	Make/Model- 34
	Aircraft Type - C-206	Instrument- 13
		Last 24 Hrs - 5
		Last 30 Days- 29
		Last 90 Days- 60

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TOUCHDOWN ON THE AIRSTRIP THE PILOT LOST CONTROL OF THE AIRPLANE. THE AIRPLANE BOUNCED. THE AIRPLANE THEN EXITED THE LEFT SIDE OF THE RUNWAY INTO A ROW OF TREES.

Brief of Accident (Continued)

File No. - 499

7/10/88

ANCHORAGE, AK

A/C Reg. No. N4346B

Time (Lcl) - 1130 ADT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

3. OBJECT - TREE(S)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 405 7/11/88 NORTH POLE, AK A/C Reg. No. N2747P Time (Lcl) - 1800 ADT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Fatal

0

Crew

0

Pass

0

Other

0

Injuries

Serious

0

Minor

0

None

1

0

1

-----Aircraft Information-----

Make/Model - PIPER PA-22
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2000
No. of Seats - 4

Eng Make/Model - LYCOMING O-320

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - YES/NO

Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 360/005 KTS

Visibility - 90.0 SM

Lowest Sky/Clouds - 8000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

NORTH POLE, AK

Destination

LOCAL

Airport Proximity

ON AIRSTRIP

Airport Data

BRADLEY SKY RANCH

Runway Ident - 33

Runway Lth/Wid - 4100/ 80

Runway Surface - GRAVEL

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TOUCH AND GO

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, SE SEA

Age - 39

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - M-20

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 705

Last 24 Hrs - 3

Make/Model- 410

Last 30 Days- 22

Instrument- 61

Last 90 Days- 85

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES STATED THAT ACFT #1 (N2747P, A PIPER PA-22), FLEW A RIGHT DOWNWIND ABOUT 200 FEET ABOVE THE GROUND AND THEN MADE A STEEP DESCENDING TURN TOWARD THE RUNWAY. ACFT #1 LANDED AND STRUCK ACFT #2 (N9102D, A PIPER PA-18) WHILE BOTH WERE ON THE RUNWAY. THE PILOT OF ACFT #2 SAID HE DID NOT SEE OR HEAR ANY OTHER AIRPLANES IN THE AIRPORT TRAFFIC PATTERN. DURING THE LANDING ROLL, HIS RIGHT WING DIPPED WHEN HE WAS STRUCK FROM BEHIND BY ACFT #1. ACFT #2 THEN VEERED TO THE RIGHT AND COLLIDED WITH TREES.

Brief of Accident (Continued)

File No. - 405

7/11/88

NORTH POLE, AK

A/C Reg. No. N2747P

Time (Lcl) - 1800 ADT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
 2. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
 3. RADIO COMMUNICATIONS - INADEQUATE - PILOT IN COMMAND
 4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 405 7/11/88 NORTH POLE, AK A/C Reg. No. N9102D Time (Lcl) - 1800 ADT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING - ROLL		Other	0	0	0
					None
					1
					0
					1

-----Aircraft Information-----

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	FAIRBANKS, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BRADLEY SKY RANCH
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 90.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4100/ 80
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 65
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 65
		Last 30 Days- 50
		Instrument- 0
		Last 90 Days- 65

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES STATED THAT ACFT #1 (N2747P, A PIPER PA-22), FLEW A RIGHT DOWNWIND ABOUT 200 FEET ABOVE THE GROUND AND THEN MADE A STEEP DESCENDING TURN TOWARD THE RUNWAY. ACFT #1 LANDED AND STRUCK ACFT #2 (N9102D, A PIPER PA-18) WHILE BOTH WERE ON THE RUNWAY. THE PILOT OF ACFT #2 SAID HE DID NOT SEE OR HEAR ANY OTHER AIRPLANES IN THE AIRPORT TRAFFIC PATTERN. DURING THE LANDING ROLL, HIS RIGHT WING DIPPED WHEN HE WAS STRUCK FROM BEHIND BY ACFT #1. ACFT #2 THEN VEERED TO THE RIGHT AND COLLIDED WITH TREES.

Brief of Accident (Continued)

File No. - 405

7/11/88

NORTH POLE, AK

A/C Reg. No. N9102D

Time (Lcl) - 1800 ADT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
 2. PROCEDURES/DIRECTIVES - IMPROPER - PILOT OF OTHER AIRCRAFT
 3. RADIO COMMUNICATIONS - INADEQUATE - PILOT OF OTHER AIRCRAFT
 4. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - TREE(S)
 6. DIRECTIONAL CONTROL - NOT POSSIBLE -
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 464 7/11/88 GEORGETOWN, AK A/C Reg. No. N4742E Time (Lcl) - 1450 ADT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA A185F
Landing Gear - FLOAT
Max Gross Wt - 3320
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- VARIABLE/040 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 2000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, SE SEA

Age - 32

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - C-185

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2600

Make/Model- 800

Instrument- 0

Last 24 Hrs - 4

Last 30 Days- 100

Last 90 Days- 135

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE ENCOUNTERED SEVERAL UP & DOWN DRAFTS PRIOR TO LNDG. AFTER LANDING AND TAXIING TOWARD SHORE, THE PILOT SAW THE SURFACE WATER ON THE RIVER BEING WHIPPED UP; THE PILOT ESTIMATED THE WIND TO BE 40 KNOTS OR MORE. THE AIRCRAFT BECAME AIRBORNE AND LANDED BACK IN THE RIVER INVERTED.

Brief of Accident (Continued)

File No. - 464

7/11/88

GEORGETOWN, AK

A/C Reg. No. N4742E

Time (Lcl) - 1450 ADT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. TERRAIN CONDITION - WATER, ROUGH
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. WEATHER CONDITION - HIGH WIND
5. WEATHER EVALUATION - NOT PERFORMED - PILOT IN COMMAND
6. COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation TAXI - FROM LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 597 7/13/88 HAINES,AK A/C Reg. No. N8620C Time (Lcl) - 0910 ADT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -STANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - ENSTROM F-28F
Landing Gear - SKID
Max Gross Wt - 1950
No. of Seats - 3

Eng Make/Model - LYCOMING HTIO-360-F1AD
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 225 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/005 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 3500 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
JUNEAU,AK

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

HAINES AIRPORT
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND,ME LAND,SE SEA
HELICOPTER

Age - 69
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Flight Time (Hours)	
Total	30000
Make/Model-	97
Instrument-	100
Multi-Eng -	1500
Last 24 Hrs -	1
Last 30 Days-	15
Last 90 Days-	25
Rotorcraft -	97

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT PURCHASED THE HELICOPTER WITH AN UNDOCUMENTED MODIFICATION DESIGNED TO RESTRAIN THE COLLECTIVE. REPORTEDLY, HE RECEIVED NO GUIDANCE REGARDING THE USE OF THE COLLECTIVE HOLD-DOWN DEVICE. ACCORDING TO THE AIRCRAFT MANUFACTURER THERE EXISTED NO ENSTROM APPROVED COLLECTIVE HOLD-DOWN DEVICES OTHER THAN THE INSTALLED FRICTION LOCK. AFTER ENGINE START THE PILOT USED TWO HANDS TO RELEASE THE COLLECTIVE FRICTION. THE ENSTROM F28 "BEFORE TAKEOFF" CHECKLIST WARNS PILOTS TO "KEEP HAND ON COLLECTIVE AND MAINTAIN DOWN POSITION WHEN (COLLECTIVE) LOCK IS DISENGAGED", AFTER RELEASING THE LOCK THE PILOT SAID THE COLLECTIVE SPRUNG TO THE FULL UP POSITION. THE AIRCRAFT ROLLED TO THE LEFT ABOUT ITS LONGITUDINAL AXIS. THE PILOT STATED THAT HE RELIED ON THE MODIFICATION, A COLLECTIVE HOLD-DOWN CHAIN, TO KEEP THE COLLECTIVE SECURE.

Brief of Accident (Continued)

File No. - 597

7/13/88

HAINES,AK

A/C Reg. No. N8620C

Time (Lcl) - 0910 ADT

Occurrence #1

ROLL OVER

Phase of Operation

STANDING - IDLING ROTORS

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL, COLLECTIVE CONTROL - INCORRECT
2. MAINTENANCE, MODIFICATION - NOT UNDERSTOOD - PILOT IN COMMAND
3. COLLECTIVE - INATTENTIVE - PILOT IN COMMAND
4. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 588 7/15/88 WRANGELL, AK A/C Reg. No. N55CX Time (Lc1) - 1330 ADT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -POSITIONING
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage

SUBSTANTIAL

Fire
NONE

Fatal

Crew 0
Pass 0

Injuries

Serious	Minor	None
0	0	1
0	0	0

-----Aircraft Information-----

Make/Model - DE HAVILLAND DHC-3
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 8000
No. of Seats - 9

Eng Make/Model - P & W R-1340
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
JOHNNY MTN, CD
Destination
WRANGELL, AK

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND, ME LAND, SE SEA, ME SEA

Age - 55

Biennial Flight Review

Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 12200	Last 24 Hrs	- 3
Make/Model-	UNK/NR	Last 30 Days-	92
Instrument-	0	Last 90 Days-	185

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT ATTEMPTED FLIGHT THROUGH A MOUNTAIN PASS IN THE PRESENCE OF LOW CLOUDS AND FOG. VISUAL GROUND REFERENCE WAS LOST AND THE ACFT COLLIDED WITH A SNOW BANK. PLT CITED PERSONAL AND COMPANY-INDUCED PRESSURES AS FACTORS. OPERATOR COMPLETED ACCIDENT REPORT.

Brief of Accident (Continued)

File No. - 588

7/15/88

WRANGELL, AK

A/C Reg. No. N55CX

Time (Lc1) - 1330 ADT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - CLOUDS
 2. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
 3. COMPANY-INDUCED PRESSURE - COMPANY/OPERATOR MANAGEMENT
 4. WEATHER CONDITION - FOG
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation CRUISE

Finding(s)

5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 421 7/17/88 PALMER, AK A/C Reg. No. N1925 Time (Lcl) - 1945 ADT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - LANDING			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - AIRCOMMAND 532 ELITE	Eng Make/Model - ROTAX 532	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 651	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 64 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRSTRIP
Method - IN PERSON	PALMER, AK	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	PALMER MUNICIPAL
Wind Dir/Speed- 230/004 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 100
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 9000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 20
	Months Since - N/A	Make/Model- 10
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 10
		Last 90 Days- 15
		Rotorcraft - 15

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING APPROACH AN EXCESSIVE RATE OF DESCENT DEVELOPED VERY NEAR THE RUNWAY. THE GYROPLANE LANDED HARD. AFTER THE HARD LANDING THE PILOT REPORTED THAT HE PULLED THE CONTROL COLUMN TO ITS AFT POSITION ABRUPTLY. THE SMALL TAIL WHEEL STRUCK THE RUNWAY SURFACE AND FAILED.

Brief of Accident (Continued)

File No. - 421

7/17/88

PALMER, AK

A/C Reg. No. N1925

Time (Lcl) - 1945 ADT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 411 7/18/88 ILLIAMNA,AK A/C Reg. No. N7958H Time (Lcl) - 1400 ADT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage

SUBSTANTIAL

Fire
NONE

Fatal

Crew 0
Pass 0

Injuries

Serious Minor

0 0
0 0

None

1
2

-----Aircraft Information-----

Make/Model - PIPER PA-12
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 3

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 040/020 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
HOMER,AK

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 29
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	- 74	Last 24 Hrs	- 2
Make/Model-	70	Last 30 Days-	29
Instrument-	0	Last 90 Days-	44

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE TAKEOFF ROLL ON THE BEACH, THE AIRCRAFT STRUCK A LARGE ROCK AND THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 411

7/18/88

ILLIAMNA, AK

A/C Reg. No. N7958H

Time (Lcl) - 1400 ADT

Occurrence #1 ON GROUND COLLISION WITH OBJECT

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 463 7/19/88 BETTLES, AK A/C Reg. No. N93769 Time (Lcl) - 2045 ADT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 185
Landing Gear - FLOAT
Max Gross Wt - 3350
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-D24
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - 6000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, SE SEA

Age - 38
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-185

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 3837
Make/Model- 46
Instrument- 85
Last 24 Hrs - 1
Last 30 Days- 36
Last 90 Days- 40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT THE AIRCRAFT RAN OUT OF FUEL APPROXIMATELY 25 MILES FROM THE AIRPORT. THE AIRCRAFT CRASHED INTO A WOODED AREA. THE PILOT STATED THAT BOTH FUEL INDICATORS WERE INDICATING AT OR NEAR EMPTY AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 463

7/19/88

BETTLES, AK

A/C Reg. No. N93769

Time (Lcl) - 2045 ADT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - INACCURATE - PILOT IN COMMAND
 2. FLUID, FUEL - EXHAUSTION
 3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE
 5. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 465 7/22/88 DILLINGHAM, AK A/C Reg. No. N29148 Time (Lcl) - 1215 ADT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-ARMSTRONG AIR SERVICE	SUBSTANTIAL					
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	Serious	Minor	None
Accident Occurred During	-TAKEOFF - INITIAL CLIMB			0	0	0	1
				0	0	2	0

-----Aircraft Information-----

Make/Model	- PIPER PA-32-300	Eng Make/Model	- LYCOMING IO-540-K165	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A				
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		QUEEN FISHERIES	
Wind Dir/Speed	- CALM			Runway Ident	- 09
Visibility	- 15.0 SM	ATC/Airspace		Runway Lth/Wid	- 1400/ 50
Lowest Sky/Clouds	- UNK/NR	Type of Flight Plan	- COMPANY (VFR)	Runway Surface	- DIRT
Lowest Ceiling	- 500 FT OVERCAST	Type of Clearance	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- NONE		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total	- 6500
SE LAND, SE SEA	Months Since - 2	Make/Model	- 3000
	Aircraft Type - PA-32	Instrument	- UNK/NR
		Multi-Eng	- UNK/NR
		Last 24 Hrs	- 3
		Last 30 Days	- 40
		Last 90 Days	- 150
		Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT HE LOST CONTROL OF THE AIRCRAFT. THE PLANE CRASHED APPROXIMATELY 500 FEET OFF THE DEPARTURE END OF THE AIRSTRIP. THE FLIGHT WAS A PART 135 ON-DEMAND AIR TAXI FLIGHT. AT THE TIME OF THE ACCIDENT, THE AIRCRAFT WAS ABOVE MAXIMUM CERTIFIED GROSS TAKEOFF WEIGHT. DURING A TELEPHONE INTERVIEW WITH THE PILOT, HE STATED THAT HE KNEW THE AIRCRAFT WAS OVERLOADED.

Brief of Accident (Continued)

File No. - 465

7/22/88

DILLINGHAM, AK

A/C Reg. No. N29148

Time (Lc1) - 1215 ADT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF - INITIAL CLIMB

1. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
 2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
 3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation TAKEOFF - INITIAL CLIMB

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 409 7/23/88 KONGIGANAK, AK A/C Reg. No. N1773U Time (Lcl) - 1005 ADT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-ARMSTRONG AIR SERV.	SUBSTANTIAL					
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	1	2
Accident Occurred During	-LANDING - ROLL						2

-----Aircraft Information-----

Make/Model	- CESSNA 207A	Eng Make/Model	- CONTINENTAL IO-520	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	NEW STUYAHOK, AK	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	KONGIGANAK, AK
Wind Dir/Speed	- VARIABLE		Runway Ident
Visibility	- 40.0 SM	ATC/Airspace	- UNK/NR
Lowest Sky/Clouds	- UNK/NR	Type of Flight Plan	- 2140/ 90
Lowest Ceiling	- 2000 FT BROKEN	- COMPANY (VFR)	Runway Lth/Wid
Obstructions to Vision	- NONE	Type of Clearance	- GRAVEL
Precipitation	- NONE	Type Apch/Lndg	- WET
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 2000	Last 24 Hrs - 12
SE LAND	Months Since - 1	Make/Model - 300	Last 30 Days - 125
	Aircraft Type - C-207	Instrument - UNK/NR	Last 90 Days - 375
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT TOUCHED DOWN APPROXIMATELY 2/3 OF THE WAY DOWN THE RUNWAY. DURING THE LDG ROLL, AIRCRAFT HIT A RUT ON THE RUNWAY. THE PLANE NOSED OVER AND CAME TO REST ON ITS BACK, OFF THE DEPARTURE END OF THE RWY. THE FAA FLT INFO PUBLICATION STATES THAT THIS ARPT'S RWY IS UNUSABLE AFTER HEAVY RAIN AND SHOULD BE INSPECTED PRIOR TO USE. THE AIRPORT IS NOT ATTENDED.

Brief of Accident (Continued)

File No. - 409

7/23/88

KONGIGANAK, AK

A/C Reg. No. N1773U

Time (Lc1) - 1005 ADT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PLANNED APPROACH - POOR - PILOT IN COMMAND
2. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
3. TERRAIN CONDITION - ROUGH/UNEVEN
4. PROPER TOUCHDOWN POINT - IMPROPER - PILOT IN COMMAND
5. OTHER AIRPORT/RUNWAY MAINTENANCE - NOT PERFORMED -

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 466 7/26/88 SAND POINT, AK A/C Reg. No. N493CA Time (Lcl) - 1635 ADT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Injuries		
		Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	1	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-32
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 040/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 1200 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SAND POINT
Runway Ident - 33
Runway Lth/Wid - 3800/ 150
Runway Surface - GRAVEL
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL, ATP, CFI
SE LAND, ME LAND

Age - 26
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PA-32

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1700
Make/Model- 120
Instrument- 40
Multi-Eng - 80
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 300

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT THE AIRCRAFT HAD HIGH OIL TEMP AND MODERATE VIBRATIONS. THE AIRCRAFT WAS LANDED AT SAND POINT AND A COMPANY MECHANIC ARRIVED TO INSPECT THE AIRCRAFT. THE OIL QUANTITY WAS CHECKED AND A RUN-UP PERFORMED. THE MECHANIC REPORTED THAT NO PROBELMS WERE FOUND SO HE RELEASED THE AIRCRAFT FOR FLIGHT. THE AIRCRAFT HAD JUST DEPARTED THE RUNWAY. SHORTLY AFTER LIFTOFF, APPROXIMATELY 50 FEET M.S.L., THE ENGINE QUIT. THE AIRCRAFT CRASHED INTO THE WATER ABOUT 300 FEET FROM SHORE.. AFTER THE ACCIDENT THE AIRCRAFT SANK INTO 80 TO 90 FEET OF WATER. THE AIRCRAFT WAS NOT RECOVERED.

Brief of Accident (Continued)

File No. - 466

7/26/88

SAND POINT, AK

A/C Reg. No. N493CA

Time (Lc1) - 1635 ADT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LUBRICATING SYSTEM - OVERTEMPERATURE
2. POWERPLANT - VIBRATION
3. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - EMERGENCY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 525 7/27/88 NORTHWAY, AK A/C Reg. No. N5327D Time (Lcl) - 1119 ADT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal Serious Minor None

Type of Operation -PERSONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 180A

Eng Make/Model - CONTINENTAL O-470-K

ELT Installed/Activated - YES/NO

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2650

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 230 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 340/005 KTS

Visibility - 40.0 SM

Lowest Sky/Clouds - 5000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

WHITEHORSE, CD

Destination

NORTHWAY, AK

Airport Proximity

ON AIRSTRIP

Airport Data

NORTHWAY

Runway Ident - 04

Runway Lth/Wid - 5100/ 100

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Age - 45

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - NO

Total - 500

Last 24 Hrs - 1

SE LAND

Months Since - UNK/NR

Make/Model- 35

Last 30 Days- 24

Aircraft Type - UNK/NR

Instrument- 0

Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

THE COMMERCIALLY CERTIFICATED PILOT WAS LANDING AT NORTHWAY, AK., WHEN THE AIRPLANE GROUND-LOOPED TO THE LEFT. HE REPORTEDLY HAD ALSO GROUND-LOOPED THE SAME AIRPLANE WHEN HE LANDED AT WHITEHORSE, CANADA, JUST PRIOR TO THE LANDING AT NORTHWAY. A POST-ACCIDENT INSPECTION OF THE AIRPLANE DISCOVERED THAT THE RIGHT RUDDER RETURN SPRING WAS NOT CONNECTED, CAUSING THE AIRPLANE TO VEER TO THE LEFT UPON TOUCHDOWN. THE PILOT HAD RECENTLY PURCHASED THE AIRPLANE AND WAS ON A PLEASURE FLIGHT TO ALASKA. HIS TOTAL TAIL-WHEEL EXPERIENCE AT THE TIME OF THE ACCIDENT WAS ABOUT 35 HOURS.

Brief of Accident (Continued)

File No. - 525

7/27/88

NORTHWAY, AK

A/C Reg. No. N5327D

Time (Lcl) - 1119 ADT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. FLT CONTROL SYST, RUDDER CONTROL - DISCONNECTED
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 533 7/27/88 ANCHORAGE, AK A/C Reg. No. N8653Y Time (Lcl) - 1103 ADT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320-A2A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1850	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 030/005 KTS Visibility - 60.0 SM Lowest Sky/Clouds - 4500 FT SCATTERED Lowest Ceiling - 7000 FT OVERCAST Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point PALMER, AK Destination ANCHORAGE, AK ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - STRAIGHT-IN	Airport Proximity ON AIRSTRIP Airport Data ANCHORAGE Runway Ident - 14 Runway Lth/Wid - 10496/ 150 Runway Surface - ASPHALT Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND, SE SEA	Age - 56 Biennial Flight Review Current - YES Months Since - 21 Aircraft Type - PA-18	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 1596 Make/Model- 1100 Instrument- 0 Last 24 Hrs - 1 Last 30 Days- 25 Last 90 Days- 78
--	---	--

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT AND HIS PASSENGER WERE UNINJURED WHEN THEIR PIPER PA-18 (SUPER CUB) GROUND-LOOPED WHILE LANDING AT ANCHORAGE INTERNATIONAL AIRPORT, ANCHORAGE, AK. THE PILOT STATED THAT THE RIGHT MAIN LANDING GEAR TIRE "GRABBED" WHEN IT TOUCHED THE PAVED RUNWAY SURFACE, AND THE AIRPLANE TURNED ABRUPTLY TO THE RIGHT. HE STATED THAT HE COULD HAVE AVOIDED THE RESULTING GROUND-LOOP IF HE HAD APPLIED THE LEFT BRAKE SOONER. THE AIRPLANE WAS EQUIPPED WITH OVER-SIZED 30" TIRES.

Brief of Accident (Continued)

File No. - 533

7/27/88

ANCHORAGE, AK

A/C Reg. No. N8653Y

Time (Lc1) - 1103 ADT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
-

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 526 7/27/88 KUSTATAN RIVER, AK A/C Reg. No. N5135H Time (Lc1) - 1850 ADT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL					
Type of Operation	-PERSONAL	Fire		Crew	Fatal	Serious	Minor
Flight Conducted Under	-14 CFR 91	NONE		Pass	0	0	0
Accident Occurred During	-LANDING				0	0	1
							1

-----Aircraft Information-----

Make/Model	- PIPER PA-14	Eng Make/Model	- LYCOMING O-320	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1850	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 150 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	ANCHORAGE, AK	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	KUSTATAN RIVER, AK	
Wind Dir/Speed	- 010 KTS	ATC/Airspace	Runway Ident
Visibility	- 40.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- N/A
Lowest Ceiling	- 8000 FT BROKEN	Type Apch/Lndg	- DIRT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 163	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 3	Make/Model - 163	Last 30 Days - 16
	Aircraft Type - PA-14	Instrument - 0	Last 90 Days - 39

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT WAS ATTEMPTING TO LAND HIS PIPER PA-14 AIRPLANE AT A REMOTE BEACH FISHING SITE IN GUSTY CROSSWIND CONDITIONS. HE REPORTEDLY ENCOUNTERED A WIND GUST UPON TOUCH DOWN, LOST DIRECTIONAL CONTROL AND STRUCK AN ABANDONED HUNTING SHACK AND AN UNOCCUPIED, PARKED AIRPLANE.

Brief of Accident (Continued)

File No. - 526

7/27/88

KUSTATAN RIVER, AK

A/C Reg. No. N5135H

Time (Lc1) - 1850 ADT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - GUSTS
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - BUILDING(NONRESIDENTIAL)
 6. OBJECT - AIRCRAFT PARKED
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 527 7/30/88 PILOT POINT, AK A/C Reg. No. N2212F Time (Lcl) - 1405 ADT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 20.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 1500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PILOT POINT, AK
Destination
NAKNEK, AK

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
NONE

Age - UNK/NR
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - NO MEDICAL
Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model	- 2	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-CERTIFICATED PILOT REPORTED THAT HE HAD JUST PURCHASED THE ACCIDENT AIRPLANE THE PRECEDING DAY, AND HAD ONLY FLOWN IT FOR A PERIOD OF TWO HOURS OR SO. ON THE ACCIDENT FLIGHT, HE HAD BEEN AIRBORNE LESS THAN 10 MINUTES WHEN THE ENGINE REPORTEDLY BEGAN RUNNING ROUGH AND THEN SEIZED A FEW MINUTES LATER. HE MADE AN EMERGENCY LANDING IN A RELATIVELY FLAT, TUNDRA LIKE AREA, DURING WHICH THE AIRPLANE NOSED-OVER. THE CAUSE OF THE POWERLOSS WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 527

7/30/88

PILOT POINT, AK

A/C Reg. No. N2212F

Time (Lc1) - 1405 ADT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. POWERPLANT - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 528 - 7/31/88 VALDEZ, AK

A/C Reg. No. N8580D

Time (Lcl) - 1930 ADT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-18
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
VALDEZ, AK
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 40

Biennial Flight Review

Current - YES
Months Since - 24
Aircraft Type - PA-18

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2000	Last 24 Hrs	- 4
Make/Model-	250	Last 30 Days-	10
Instrument-	0	Last 90 Days-	40

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT WAS ATTEMPTING TO LAND AT A REMOTE BEACH SITE TO JOIN A PILOT FRIEND WHO HAD LANDED THERE EARLIER IN HIS OWN AIRPLANE. THE PILOT ON THE BEACH HAD PLACED A SLEEPING BAG AND OTHER ITEMS IN A HOLE ON THE BEACH TO MARK IT AS A LANDING HAZARD. THE PILOT OF THE ACCIDENT AIRPLANE BELIEVED IT TO BE A MARKER SHOWING THE BEST PLACE TO LAND. HE LANDED DIRECTLY ON THE MARKER, HIT THE HOLE, AND SUBSEQUENTLY NOSED-OVER.

Brief of Accident (Continued)

File No. - 528

7/31/88

VALDEZ, AK

A/C Reg. No. N8580D

Time (Lc1) - 1930 ADT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
 2. PROPER TOUCHDOWN POINT - NOT SELECTED - PILOT IN COMMAND
 3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 5. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 529 8/02/88 DELTA JUNCTION, AK A/C Reg. No. N1192C Time (Lcl) - 2100 ADT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-18
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 2

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 35.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DELTA JUNCTION, AK
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - UNK/NR
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR
Flight Time (Hours)

Total	- 180	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT REPORTED THAT HE WAS ATTEMPTING TO LAND AT AN UNIMPROVED, OFF-AIRPORT LANDING SITE NEAR DELTA JUNCTION, AK. THE LANDING AREA THAT HE SELECTED WAS MUDDIER THAN HE HAD ANTICIPATED, AND THE AIRPLANE DECELERATED TOO RAPIDLY AND NOSED OVER, DAMAGING THE LIFT STRUT. THE PILOT FAILED TO SUBMIT THE REQUIRED ACFT REPORT.

Brief of Accident (Continued)

File No. - 529

8/02/88

DELTA JUNCTION, AK

A/C Reg. No. N1192C

Time (Lcl) - 2100 ADT

Occurrence #1 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SOFT
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 531 8/04/88 WASILLA, AK A/C Reg. No. N6659N Time (Lc1) - 2210 ADT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - TAYLORCRAFT 15A	Eng Make/Model - CONTINENTAL O-300	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 520
SE LAND	Months Since - UNK/NR	Make/Model- 450
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- 7
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING THE TAKEOFF ROLL ON A GRAVEL BAR TYPE AIRSTRIP HE LOST CONTROL OF THE AIRPLANE.
THE AIRPLANE BOUNCED AND LANDED ON A STUMP.

Brief of Accident (Continued)

File No. - 531

8/04/88

WASILLA, AK

A/C Reg. No. N6659N

Time (Lc1) - 2210 ADT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - NONE SUITABLE
 2. TERRAIN CONDITION - ROUGH/UNEVEN
 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 530

8/05/88

CHIGNIK, AK

A/C Reg. No. N2723V

Time (Lcl) - 2315 ADT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-360-KB
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 195 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 005 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 7000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 34

Biennial Flight Review

Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - 900	Last 24 Hrs - 4
Make/Model- 200	Last 30 Days- 25
Instrument- 0	Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE TAKEOFF ROLL ON THE BEACH THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT. THE AIRCRAFT NOSED OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 530

8/05/88

CHIGNIK, AK

A/C Reg. No. N2723V

Time (Lc1) - 2315 ADT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
 2. TERRAIN CONDITION - NONE SUITABLE
 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 420 8/08/88 COOPER LANDING, AK A/C Reg. No. N9829M Time (Lcl) - 1430 ADT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-TRAIL LAKE FLYING SERVICE	SUBSTANTIAL					
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1
Accident Occurred During	-LANDING						5

-----Aircraft Information-----

Make/Model	- CESSNA 207A	Eng Make/Model	- CONTINENTAL IO-520-F	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SEWARD, AK	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	ANCHORAGE, AK	Runway Ident - N/A
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 70.0 SM	Type of Flight Plan - VFR	Runway Surface - WATER
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - WATER-CALM
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 1300
SE LAND, SE SEA	Months Since - 3	Make/Model - 500
	Aircraft Type - C-207A	Instrument - 85
		Last 24 Hrs - 6
		Last 30 Days - 90
		Last 90 Days - 300

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LOSS OF OIL PRESSURE THEN ENGINE FAILURE AT 2,800 FEET MSL, THE PILOT ELECTED TO MAKE AN EMERGENCY LANDING ALONG THE SHORE LINE. AFTER THE PILOT AND PASSENGERS EXITED THE AIRCRAFT, THE AIRPLANE SANK INTO 100 TO 150 FEET OF WATER. NEITHER THE AIRPLANE NOR THE ENGINE WAS RECOVERED.

Brief of Accident (Continued)

File No. - 420

8/08/88

COOPER LANDING, AK

A/C Reg. No. N9829M

Time (Lc1) - 1430 ADT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. LUBRICATING SYSTEM - NO PRESSURE
 2. POWERPLANT - FAILURE, TOTAL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 515 8/08/88 CHANDALAR RIVER, AK A/C Reg. No. N8066C Time (Lcl) - 1630 ADT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-18
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 2

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 30.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 4500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 49
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1500
Make/Model- 1450
Instrument- 5
Last 24 Hrs - 6
Last 30 Days- 20
Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TOUCHDOWN ON THE GRAVEL BAR ALONG THE SIDE OF THE RIVER, THE PILOT LOST CONTROL AND THE AIRPLANE NOSED OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 515

8/08/88

CHANDALAR RIVER, AK

A/C Reg. No. N8066C

Time (Lc1) - 1630 ADT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
 2. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 513 8/08/88 GALENA, AK A/C Reg. No. N7964H Time (Lcl) - 0900 ADT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL				Injuries			
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor	None		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1		
Accident Occurred During -LANDING			0	0	0	1		

-----Aircraft Information-----

Make/Model - PIPER PA-12	Eng Make/Model - LYCOMING O-235-C	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 290/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 1000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 4000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 50
	Months Since - N/A	Make/Model- UNK/NR
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT LOST DIRECTIONAL CONTROL OF THE AIRPLANE DURING LANDING ON THE TUNDRA. DURING THE ROLLOUT THE AIRPLANE NOSED OVER ON ITS BACK. THE PILOT COULD NOT BE FOUND TO ACCOMPLISH THE REQUIRED ACCIDENT REPORT.

Brief of Accident (Continued)

File No. - 513

8/08/88

GALENA, AK

A/C Reg. No. N7964H

Time (Lcl) - 0900 ADT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - TUNDRA
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
 4. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 522 8/09/88 KOTZEBUE, AK A/C Reg. No. N58AT Time (Lcl) - 1800 ADT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		1	0	0	0
Flight Conducted Under	-14 CFR 91		Crew				
Accident Occurred During	-DESCENT	NONE	Pass	1	0	0	0

-----Aircraft Information-----

Make/Model	- ARTIC AIRCRAFT S-1B2	Eng Make/Model	- LYCOMING O-320	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 150 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	KOTZEBUE, AK	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 020/020 KTS	ATC/Airspace	Runway Ident
Visibility	- 35.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 12000 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- 25000 FT BROKEN	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	- 1050	Last 24 Hrs - UNK/NR
SE LAND	Months Since	Make/Model-	Last 30 Days- UNK/NR
	Aircraft Type	Instrument-	Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE CRASHED AT 2700 FEET M.S.L. IN A BOX CANYON WHILE MANEUVERING AT LOW LEVEL & SCOUTING FOR SHEEP. THE TOP OF THE RIDGE WAS APPROXIMATELY 3200 FEET M.S.L. THE INVESTIGATION REVEALED THAT THE PILOT WAS TRYING TO OUTCLIMB THE RIDGE WHEN THE AIRPLANE STALLED AND CRASHED. ACCORDING TO WITNESSES THE WINDS IN THE ACC WERE NOT CONDUCTIVE TO SAFE OPERATION AND THE PLT HAD BEEN WARNED TO STAY CLEAR. OTHER OPERATORS CANCELED FLTS DURING THE PERIOD OF UNFAVORABLE WINDS IN THE AREA.

Brief of Accident (Continued)

File No. - 522

8/09/88

KOTZEBUE, AK

A/C Reg. No. N58AT

Time (Lcl) - 1800 ADT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - RISING
 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 3. WEATHER CONDITION - UNFAVORABLE WIND
 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 5. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - HIGH TERRAIN
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 428 8/14/88 KWETHLUK, AK A/C Reg. No. N32062 Time (Lcl) - 1330 ADT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries	
Name of Carrier -KUSKO AVIATION	SUBSTANTIAL		Fatal	Serious
Type of Operation -NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	0
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0
Accident Occurred During -LANDING				Minor
				None
				1
				6

-----Aircraft Information-----

Make/Model - PIPER PA-32	Eng Make/Model - LYCOMING IO-540-K1A5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	QUINHAGAK, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	KWETHLUK
Wind Dir/Speed- 150/015 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 15.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - 1800/ 32
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - UNK/NR	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4600
SE LAND, ME LAND	Months Since - 9	Make/Model- 2200
	Aircraft Type - PA-32	Instrument- 330
		Multi-Eng - 400
		Last 24 Hrs - 4
		Last 30 Days- 150
		Last 90 Days- 340

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT WHILE LANDING. AT THE TIME OF ACCIDENT THE WIND WAS FROM 180 DEGREES AT 15 KNOTS GUSTING 20 KNOTS. THE AIRPLANE LANDED ON RUNWAY 25; AFTER TOUCHDOWN THE AIRPLANE DEPARTED THE RIGHT SIDE OF THE RUNWAY INTO AN AIRPORT SIGN.

Brief of Accident (Continued)

File No. - 428

8/14/88

KWETHLUK, AK

A/C Reg. No. N32062

Time (Lc1) - 1330 ADT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. WEATHER CONDITION - CROSSWIND
 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - SIGN
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 514 8/15/88 TOK,AK

A/C Reg. No. N6893B

Time (Lcl) - 1546 ADT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-VETERAN AIR SERVICE, INC.	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1
Accident Occurred During	-TAKEOFF						

-----Aircraft Information-----

Make/Model	- PIPER PA-18-150	Eng Make/Model	- LYCOMING O-320	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1800	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 150 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		Runway Ident	- N/A
Wind Dir/Speed	- 060/010 KTS	ATC/Airspace		Runway Lth/wid	- N/A
Visibility	- 40.0 SM	Type of Flight Plan	- COMPANY (VFR)	Runway Surface	- N/A
Lowest Sky/Clouds	- 18000 FT SCATTERED	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 2300	Last 24 Hrs - UNK/NR
SE LAND,ME LAND	Months Since - 6	Make/Model- 700	Last 30 Days- UNK/NR
	Aircraft Type - C-206	Instrument- UNK/NR	Last 90 Days- UNK/NR
		Multi-Eng - 100	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE TAKEOFF ROLL ON A GRAVEL BAR, THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRPLANE & IT BOUNCED INTO THE RIVER. THE AIRPLANE THEN NOSED OVER ON ITS BACK. THE PILOT AND PASSENGER BOTH EXITED THE AIRPLANE.

Brief of Accident (Continued)

File No. - 514

8/15/88

TOK,AK

A/C Reg. No. N6893B

Time (Lcl) - 1546 ADT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. TERRAIN CONDITION - ROUGH/UNEVEN
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 521 8/17/88 YENTA GLACIER, AK A/C Reg. No. N2460A Time (Lcl) - 2030 ADT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL						
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1	
Accident Occurred During -TAKEOFF			0	0	0	0	

-----Aircraft Information-----

Make/Model - PIPER PA-18-150	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 8000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1311
SE LAND	Months Since - 13	Last 24 Hrs - 4
	Aircraft Type - PA-18	Make/Model- 1250
		Instrument- 20
		Last 30 Days- 30
		Last 90 Days- 70

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE TAKEOFF ROLL ON THE GRAVEL BAR, THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRPLANE CAUSING THE PLANE TO NOSE OVER ON ITS BACK. EXAMINATION OF THE LEFT BRAKE REVEALED THAT THE BRAKE WAS FROZEN WITH MUD.

Brief of Accident (Continued)

File No. - 521

8/17/88

YENTA GLACIER, AK

A/C Reg. No. N2460A

Time (Lcl) - 2030 ADT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - FROZEN
 2. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT POSSIBLE -
-

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 589 8/18/88 SITKA, AK A/C Reg. No. N64398 Time (Lcl) - 0620 ADT

-----Basic Information-----

Type Operating Certificate	-COMMUTER	Aircraft Damage		Injuries	
Name of Carrier	-BELLAIR, INC.	DESTROYED		Fatal	
Type of Operation	-NON SCHED. DOMESTIC, CARGO	Fire	Crew	1	0
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	0	0
Accident Occurred During	-DESCENT			0	0

-----Aircraft Information-----

Make/Model	- DEHAVILLAND DHC-2 MARK 1	Eng Make/Model	- P & W R-985-AN14B	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 5090	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 8	Rated Power	- 400 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SITKA, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - UNK/NR	ROWAN BAY, AK	Runway Ident - N/A
Wind Dir/Speed- 090/012 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 12.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - VFR	Runway Status - N/A
Lowest Ceiling - 3500 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3300
SE LAND, SE SEA	Months Since - 1	Make/Model - 700
	Aircraft Type - C-185	Instrument - UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 8
		Last 30 Days - 108
		Last 90 Days - 300
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A FLIGHT FROM SITKA TO ROWAN BAY, ALASKA, THE PILOT FLEW UP A VALLEY INTENDING TO CROSS A PASS WHOSE ELEVATION WAS 2745 FEET MSL. UPON APPROACHING THE PASS THE PILOT ENCOUNTERED CLOUDS WHICH PREVENTED HIS TRANSIT. THE PILOT THEN EXECUTED A 180 DEGREE RIGHT COURSE REVERSAL AND AT SOME POINT NEAR THE COMPLETION OF THE MANEUVER AND IN CLOSE PROXIMITY TO THE STEEP TERRAIN ALONG THE WESTERN EDGE OF THE PASS THE PILOT ALLOWED THE AIRCRAFT TO ENTER A STALL CONDITION. THE AIRCRAFT IMPACTED THE 40 DEGREE SLOPED TERRAIN IN A STEEP NOSE DOWN, NEAR WINGS LEVEL ATTITUDE AND WITH A STEEP FLIGHT PATH.

Brief of Accident (Continued)

File No. - 589

8/18/88

SITKA, AK

A/C Reg. No. N64398

Time (Lc1) - 0620 ADT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
 2. IN-FLIGHT PLANNING/DECISION - DELAYED - PILOT IN COMMAND
 3. WEATHER CONDITION - CLOUDS
 4. STALL - INADVERTENT - PILOT IN COMMAND
 5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 448 1/28/88 STOCKTON,AL A/C Reg. No. N8514F Time (Lcl) - 1745 CST

-----Basic Information-----

Type Operating Certificate-EXTERNAL LOAD

Type of Operation -OTHER WORK USE
Flight Conducted Under -14 CFR 133
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	1	0	0
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - BELL 204B
Landing Gear - SKID
Max Gross Wt - 9500
No. of Seats - 2

Eng Make/Model - LYCOMING T53-13B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 1250 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 210/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - WATER
Runway Status - WATER-CALM

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND
HELICOPTER

Age - 52

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - BH-204

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 13515	Last 24 Hrs	- 8
Make/Model-	4720	Last 30 Days-	UNK/NR
Instrument-	224	Last 90 Days-	219
Multi-Eng -	105	Rotorcraft -	11750

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE HELICOPTER WAS ENROUTE FROM ITS LOGGING SITE TO THE REFUELING BARGE ANCHORED IN A RIVER. THE ENG LOST POWER AND THE PLT WAS UNABLE TO REACH A CLEAR AREA. THE PLT LANDED IN A SWAMP WITH NUMEROUS DEAD TREES. THE FUEL TANK WAS EMPTY WHEN THE AIRCRAFT WAS RECOVERED. THERE WERE NO FRACTURES OF THE SYSTEM. THIS WAS A NEW ACFT AND ENG COMBINATION TO THE COMPANY AND THIS PLT. IT HAD A LARGER ENG INSTALLED THAN THE OTHER CO ACFT. THE PLT IDENTIFIED THE FUEL LOW WARNING LIGHT AS A TWENTY MINUTE LIGHT. THE FUEL QUANTITY GAGE WAS INACCURATE.

Brief of Accident (Continued)

File No. - 448

1/28/88

STOCKTON,AL

A/C Reg. No. N8514F

Time (Lc1) - 1745 CST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - INCORRECT
4. UNSAFE/HAZARDOUS CONDITION WARNING - DISREGARDED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. OBJECT - TREE(S)
7. TERRAIN CONDITION - NONE SUITABLE

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. TERRAIN CONDITION - WATER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 467 2/14/88 BIRMINGHAM, AL A/C Reg. No. N7448V Time (Lcl) - 1920 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		0	0	1	0
Flight Conducted Under	-14 CFR 91	NONE		0	0	1	2
Accident Occurred During	-DESCENT						

-----Aircraft Information-----

Make/Model	- MOONEY M20F	Eng Make/Model	- LYCOMING IO-360-A1A	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES	
Max Gross Wt	- 2740	Engine Type	- RECIP-FUEL INJECTED			
No. of Seats	- 4	Rated Power	- 200 HP			

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- TELEPHONE	DAYTONA BEACH, FL	
Completeness	- UNK/NR	Destination	Airport Data
Basic Weather	- VMC	DYERSBURG, TN	BIRMINGHAM
Wind Dir/Speed	- 170/014 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- 18
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- 4856/ 150
Lowest Ceiling	- 10000 FT BROKEN	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 952	Last 24 Hrs - 3
SE LAND	Months Since - 21	Make/Model - 952	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - 15

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE COLLIDED WITH TREES ON A HILL AT NIGHT, WHILE ON FINAL APPROACH. THE PLT RPTD THAT HE "EVIDENTLY GOT TOO LOW" ON THE APPROACH. THE VISIBILITY WAS 10 MILES. THE HILLY TERRAIN IN THE VICINITY OF THE ACCIDENT SITE WAS UNDEVELOPED, AND HAD NO ARTIFICIAL LIGHTING ON IT TO PROVIDE VISUAL CUES.

Brief of Accident (Continued)

File No. - 467

2/14/88

BIRMINGHAM, AL

A/C Reg. No. N7448V

Time (Lc1) - 1920 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - TREE(S)
 2. LIGHT CONDITION - DARK NIGHT
 3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 4. DESCENT - PREMATURE - PILOT IN COMMAND
 5. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
 6. PROPER GLIDEPATH - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 507 4/04/88 MC CULLOUGH,AL A/C Reg. No. N2255K Time (Lcl) - 1800 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BEECH M35	Eng Make/Model - CONTINENTAL IO-470-C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 250 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ATMORE,AL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SOUTH AL AVN.
Wind Dir/Speed- 230/008 KTS		Runway Ident - 09
Visibility - 10.0 SM	ATC/Airspace	Runway Lth/Wid - 2500/ 100
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - WET
Obstructions to Vision- NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Precipitation - NONE	FULL STOP	
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 90
SE LAND	Months Since - 2	Last 24 Hrs - UNK/NR
	Aircraft Type - C-172	Make/Model- 5
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE WAS LANDING AT HIS DESTINATION ARPT WHEN THE ACCIDENT OCCURRED. THE TURF/GRASS WAS WET. THE ACFT OVERRAN THE END OF THE RWY AND COLLIDED WITH THE TERRAIN, SEVERAL TREES, AND BUSHES. THERE WERE NO MECHANICAL MALFUNCTIONS REPORTED.

Brief of Accident (Continued)

File No. - 507

4/04/88

MC CULLOUGH,AL

A/C Reg. No. N2255K

Time (Lc1) - 1800 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - GRASS
2. TERRAIN CONDITION - WET
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. GO-AROUND - DELAYED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 599 5/16/88 CLANTON,AL A/C Reg. No. N48438 Time (Lcl) - 1730 CST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation - FERRY
Flight Conducted Under - 14 CFR 137
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - GRUMMAN G164A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6411
No. of Seats - 1

Eng Make/Model - P & W R-1340
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/010 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GADSDEN,AL
Destination
PRATTVILLE,AL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 48
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 11450
Make/Model- 6500
Instrument- 30
Multi-Eng - 450
Last 24 Hrs - 1
Last 30 Days- 5
Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

PIC RPTD ACFT FUELED TO CAPACITY 40 MIN PRIOR TO CRASH, HE SAID ENGINE QUIT, ON FINAL AT 300 FEET ENGINE STARTED AGAIN. TRIED TO FLY TO NEARBY AIRPORT. ENGINE QUIT 2ND TIME WITH ONLY A SMALL FIELD AVAILABLE FOR EMERGENCY LANDING. DURING LNDG ROLL ACFT STRUCK TREES. REASON FOR ENGINE MALFUNCTION WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 599

5/16/88

CLANTON,AL

A/C Reg. No. N48438

Time (Lcl) - 1730 CST

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. POWERPLANT - UNDETERMINED

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
2. OBJECT - TREE(S)
3. TERRAIN CONDITION - NONE SUITABLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 419 6/30/88 ATLANTIC OCEAN,AO A/C Reg. No. N75033 Time (Lcl) - 1755 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
0 0

None
1
1

-----Aircraft Information-----

Make/Model - PIPER PA-32R-300
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-K1G5D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS
Method - IN PERSON
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 220/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FREEPORT
Destination
NASSAU

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - WATER
Runway Status - WATER-CALM

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 33
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 174 Last 24 Hrs - 1
Make/Model- 124 Last 30 Days- 2
Instrument- 0 Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT THE ENG STARTED RUNNING ROUGH. HE DECIDED TO DIVERT TO ALT APRT 15 MILES AWAY. WHILE ENROUTE, THE PLT STATED THAT HE HEARD A "CLANKING" NOISE AND OIL SPRAYED THE WINDSHIELD. THE ENG LOST ALL POWER. THE A/C WAS DITCHED IN THE ATLANTIC OCEAN AND SANK. A/C WAS NOT RECOVERED. THE PLT AND PAX WERE RESCUED BY THE U.S. COAST GUARD.

Brief of Accident (Continued)

File No. - 419

6/30/88

ATLANTIC OCEAN,A0

A/C Reg. No. N75033

Time (Lc1) - 1755 AST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. POWERPLANT - FAILURE,TOTAL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. FLUID,OIL - LEAK
 3. WINDOW,FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY(FOGGY)
-

Occurrence #3 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 524 1/15/88 CAMDEN, AR A/C Reg. No. N8052G Time (Lc1) - 0115 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -DESCENT			0	3	0	0

-----Aircraft Information-----

Make/Model - CESSNA 177RG	Eng Make/Model - LYCOMING IO-360-A1B6	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PINE BLUFF, AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DERIDDER, LA	CAMDEN
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - WATER
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - WATER-CALM
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 396
SE LAND	Months Since - 2	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 157
		Instrument- 14
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE LOST ALL ENGINE POWER DURING CRUISE. HE ATTEMPTED TO MAKE THE CAMDEN, ARKANSAS AIRPORT. THE AIRCRAFT DID NOT MAKE THE INTENDED LANDING AREA AND STRUCK A TREE AND SUBSEQUENTLY, A SWAMP AREA. THE ACCIDENT INVESTIGATION REVEALED NO AIRFRAME MALFUNCTIONS. AN ENGINE EXAMINATION DISCLOSED A CRACKED OIL LINE CONNECTING THE PROPELLER GOVERNOR TO THE ENGINE CASE. THE CRACKED LINE ALLOWED THE OIL SYSTEM TO BE DEPLETED OF OIL. THE ENGINE SEIZED AFTER THE NUMBER 3 PISTON FAILED. EXAMINATION OF THE CRACKED OIL PRESSURE LINE REVEALED THAT NEITHER OF THE TWO REQUIRED SECURING CLAMPS (INTENDED TO DAMPEN VIBRATION OF THE LINE) WERE PRESENT.

Brief of Accident (Continued)

File No. - 524

1/15/88

CAMDEN, AR

A/C Reg. No. N8052G

Time (Lcl) - 0115 CST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LUBRICATING SYSTEM,OIL LINE - CRACKED
2. LUBRICATING SYSTEM,OIL LINE - NOT SECURED
3. FLUID,OIL - EXHAUSTION
4. ENGINE ASSEMBLY,PISTON - SEIZED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

5. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - WATER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 505 6/22/88 COTTON PLANT, AR A/C Reg. No. N8644H Time (Lcl) - 0730 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -TAXI					

-----Aircraft Information-----

Make/Model - GRUMMAN G-164A	Eng Make/Model - P&W R-1340-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	DAVIS
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 18
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3600/ 200
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 12000
SE LAND	Months Since - 14	Make/Model- 7500
	Aircraft Type - C-180	Instrument- 0
		Last 24 Hrs - 6
		Last 30 Days- 50
		Last 90 Days- 115

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DID NOT ADEQUATELY SECURE THE AIRCRAFT PRIOR TO HAND-PROPPING THE ENGINE. THE ENGINE STARTED AND RESULTED IN THE AIRCRAFT TAXIING WITHOUT A PILOT AT THE CONTROLS. THE PILOT-LESS AIRCRAFT IMPACTED A UTILITY POLE CAUSING SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 505

6/22/88

COTTON PLANT, AR

A/C Reg. No. N8644H

Time (Lc1) - 0730 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

3. OBJECT - UTILITY POLE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 491 2/18/88 GOODYEAR,AZ A/C Reg. No. N6785Y Time (Lcl) - 1555 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire - NONE	Crew 0	0	0	2
Flight Conducted Under - 14 CFR 91		Pass 0	0	0	1
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - BEECH F33A	Eng Make/Model - CONTINENTAL IO-520-BB	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point ELOY,AZ	ON AIRPORT
Method - N/A	Destination SAME AS ACC/INC	
Completeness - N/A		Airport Data
Basic Weather - VMC		GOODYEAR
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Ident - 21
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8500/ 80
Lowest Sky/Clouds - 12000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 11119
SE LAND,ME LAND,SE SEA	Months Since - 8	Make/Model- 329
	Aircraft Type - B-33A	Instrument- 280
		Multi-Eng - 2950
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 149

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN INSTRUCTIONAL FLIGHT, AFTER TAKEOFF, AT 300 FEET, THE PILOT AND STUDENT SAID THEY HEARD A LOUD BANG. THE ENGINE EXPERIENCED A LOSS OF POWER AND THE PILOT NOTED THAT THE TOP OF THE ENGINE COWLING WAS GONE. A FORCED LANDING WAS MADE OFF THE RUNWAY. DURING THE LANDING ROLL THE AIRCRAFT COLLIDED WITH A FENCE. INVESTIGATION REVEALED THAT ONE PROPELLER BLADE SEPARATED FROM THE HUB IN FLIGHT. INSPECTION OF THE PROPELLER BLADE INDICATED SEVERE FATIGUE CRACKING.

Brief of Accident (Continued)

File No. - 491

2/18/88

GOODYEAR, AZ

A/C Reg. No. N6785Y

Time (Lcl) - 1555 MST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - FATIGUE
2. PROPELLER SYSTEM/ACCESSORIES, BLADE - FAILURE, TOTAL
3. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 451 4/17/88 FLORENCE, AZ

A/C Reg. No. N5504S

Time (Lcl) - 1420 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - BELLANCA 8GCBC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1800
No. of Seats - 2

Eng Make/Model - LYCOMING O-360-CIE
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PUEBLO, CO
Destination
PHOENIX, AZ

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - ROUGH

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI
SE LAND, SE SEA

Age - 47

Biennial Flight Review

Current - YES
Months Since - 19
Aircraft Type - M-20

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	1882	Last 24 Hrs -	13
Make/Model-	13	Last 30 Days-	14	
Instrument-	400	Last 90 Days-	14	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A CROSS COUNTRY FLIGHT, THE ENGINE SUDDENLY QUIT, RESTARTED, THEN QUIT COMPLETELY. A FORCED LANDING WAS MADE IN A DRY WASH WHERE THE AIRCRAFT NOSED OVER DURING THE LANDING ROLL. APPROXIMATELY 4 GALLONS OF FUEL WAS DRAINED FROM THE FUEL SYSTEM. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS FOUND AT THE TIME OF THE ENGINE INSPECTION. THE ENG RAN SATISFACTORILY AT ALL POWER SETTINGS AFTER THE ACCIDENT. THE ACCIDENT OCCURRED ABOUT 25 MILES OFF COURSE.

Brief of Accident (Continued)

File No. - 451

4/17/88

FLORENCE, AZ

A/C Reg. No. N5504S

Time (Lc1) - 1420 MST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
3. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
4. PREFLIGHT PLANNING/PREPARATION - MISJUDGED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 461 4/20/88 COOLIDGE, AZ A/C Reg. No. N8847X Time (Lc1) - 0940 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - LANDING			0	0	0
					1
					3

-----Aircraft Information-----

Make/Model - CESSNA 182D	Eng Make/Model - CONTINENTAL O-470-L	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	TUCSON, AZ	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	COOLIDGE
Wind Dir/Speed- 230/018 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5550/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1652
SE LAND, ME LAND	Months Since - 6	Make/Model- 163
	Aircraft Type - C-172	Instrument- 216
		Multi-Eng - 1443
		Last 24 Hrs - 1
		Last 30 Days- 8
		Last 90 Days- 11

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT THE END OF A PLEASURE CROSS COUNTRY FLIGHT, WHILE ON FINAL APPROACH, THE ENGINE QUIT. UNABLE TO LAND ON THE RUNWAY, THE AIRCRAFT WAS LANDED IN A SOFT FIELD WHERE DURING THE LANDING ROLL THE AIRCRAFT NOSED OVER. THE PILOT HAD SELECTED THE RIGHT FUEL TANK FOR LANDING, WHICH, HE STATED, WAS READING IN THE RED. 15 GALLONS OF FUEL WERE DRAINED FROM THE LEFT TANK. NO FUEL WAS FOUND IN THE RIGHT TANK.

Brief of Accident (Continued)

File No. - 461

4/20/88

COOLIDGE, AZ

A/C Reg. No. N8847X

Time (Lc1) - 0940 MST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID, FUEL - STARVATION
 2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 518 5/19/88 BULLHEAD CITY,AZ A/C Reg. No. N4472D Time (Lcl) - 1240 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	0	1	1	0
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BEECH G-35	Eng Make/Model - CONTINENTAL E-225-8	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2775	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 225 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	LAKE HAVASU,AZ	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	BULLHEAD CITY,AZ	BULLHEAD LAUGHLIN
Wind Dir/Speed- 020 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 50.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 4648/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 66	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 4000
SE LAND	Months Since - 20	Last 24 Hrs - 2
	Aircraft Type - B-35	Make/Model- 1000
		Instrument- 40
		Last 30 Days- 6
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE FLIGHT INSTRUCTOR, DURING THE FLARE, A GUST OF WIND PUSHED THE ACFT OFF OF CENTERLINE. THE FLIGHT INSTRUCTOR ON BOARD CALLED FOR THE STUDENT PLT AT THE CONTROLS TO ADD POWER, HOWEVER, THE STUDENT ADDED PARTIAL POWER AND RETRACTED THE LANDING GEAR. THE FLIGHT INSTRUCTOR CALLED FOR FULL POWER, HOWEVER, THE STUDENT PROCEEDED TO REDUCE POWER. THE ACFT SETTLED ONTO THE RWY.

Brief of Accident (Continued)

File No. - 518

5/19/88

BULLHEAD CITY, AZ

A/C Reg. No. N4472D

Time (Lcl) - 1240 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation GO-AROUND (VFR)

1. WEATHER CONDITION - GUSTS
2. PROPER ALIGNMENT - NOT MAINTAINED - DUAL STUDENT
3. GO-AROUND - ATTEMPTED - DUAL STUDENT
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
5. THROTTLE/POWER CONTROL - IMPROPER USE OF - DUAL STUDENT
6. GEAR RETRACTION - PREMATURE - DUAL STUDENT

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. WHEELS UP LANDING - INADVERTENT - DUAL STUDENT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 600 5/29/88 PHOENIX, AZ A/C Reg. No. N904Q Time (Lc1) - 1740 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT - UNCONTROLLED

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH H-35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - CONTINENTAL D-470-G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 240 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 280/020 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 6000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PHOENIX, AZ
Destination
MESA, AZ

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

PHOENIX
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 24
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 650
Make/Model- 150
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD JUST COMPLETED A FLIGHT FROM FARMINGTON, N.M., TO PHOENIX, AZ (PHX) WHERE SHE DEPLANED HER PAX. THE PLT DEPT PHX ENROUTE TO MESA, AZ, (FFZ). AFTER T.O. THE LCL CONTROLLER INSTRUCTED THE PLT TO TURN RIGHT TO 300 DEG AND TO TURN ON THE XPDR; THE PLT COMPLIED. SHORTLY THEREAFTER THE LCL CONTROLLER INSTRUCTED THE PLT TO CONTACT THE DEPT CONTROLLER. THE PLT DID NOT ACKNOWLEDGE OR COMPLY WITH THE INSTRUCTIONS. GND WITNESSES RPTD THAT THE AIRPLANE WAS FLYING AT A LOW ALTITUDE WHEN IT PITCHED OVER & CRASHED. THE INVESTIGATION DSCLD NO EVIDENCE OF ANY PREIMPACT AIRFRAME/ENGINE MALFUNCTIONS. THE CABIN ENTRANCE DOOR WAS FOUND TO BE OPEN AT IMPACT, BUT THE LATCHING MECHANISM WAS IN THE LOCKED POSITION. THE PLT'S POSTMORTEM EXAM DISCLOSED THAT SHE WAS NOT WEARING A SEAT BELT AT THE TIME & HER RT ARM WAS EXTENDED AT IMPACT.

Brief of Accident (Continued)

File No. - 600

5/29/88

PHOENIX,AZ

A/C Reg. No. N904Q

Time (Lc1) - 1740 MST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. DOOR,PASSENGER - UNLOCKED
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN - MANUFACTURER

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. DIVERTED ATTENTION - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 443 1/07/88 UPLAND, CA A/C Reg. No. N2Q Time (Lcl) - 1318 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - SMITH DSA-1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1000
No. of Seats - 1

Eng Make/Model - CONTINENTAL C-85
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- LIGHT AND VARIABLE
Visibility - 5.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - OVERCAST
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data

CABLE AIRPORT
Runway Ident - 24
Runway Lth/Wid - 3785/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE, COMMERCIAL, CFI
SE LAND

Age - 60
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2050
Make/Model- 250
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE HAD PERFORMED A MODERATE TO SEVERE "NOSEOVER" AT 4000 FT AGL. THE ENGINE STARTED TO RUN ROUGH AND THEN QUIT. THE PILOT STATED THAT HE HAD PERFORMED MAINTENANCE ON THE CARBURETOR JUST PRIOR TO THIS FLIGHT. AN EMERGENCY LANDING WAS MADE NEAR THE AIRPORT WHERE THE AIRCRAFT COLLIDED WITH A PERIMETER FENCE AND A DIRT EMBANKMENT. DURING THE POSTACCIDENT INSPECTION OF THE ENGINE NO MECHANICAL FAILURES OR MALFUNCTIONS WERE FOUND. THE CARBURETOR FLOAT BOWL WAS FOUND EMPTY OF FUEL, HOWEVER, AND THE FUEL LINE TO THE CARBURETOR CONTAINED FUEL AND WAS UNRESTRICTED. THE FUEL TANK HELD APRX 5 GALS OF FUEL. THE AIRCRAFT WAS NOT EQUIPPED WITH AN INVERTED FLIGHT CARBURETOR/FUEL SYSTEM. A STUCK CARBURETOR FLOAT WOULD HAVE CAUSED THE DESCRIBED POWER LOSS.

Brief of Accident (Continued)

File No. - 443

1/07/88

UPLAND, CA

A/C Reg. No. N2Q

Time (Lcl) - 1318 PST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - EMERGENCY

Finding(s)

1. FUEL SYSTEM, CARBURETOR FLOAT - LOCKED
2. FLUID, FUEL - STARVATION
3. MAINTENANCE, ADJUSTMENT - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - FENCE

Occurrence #4 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DIRT BANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 490 2/05/88 LODI, CA

A/C Reg. No. N2832J

Time (Lc1) - 0700 PST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -TAKEOFF

Fire
ON GROUND

-----Aircraft Information-----

Make/Model - CESSNA A188B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3200
No. of Seats - 1

Eng Make/Model - CONTINENTAL IO-520-D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAWN

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

AG STRIP
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL, ATP
SE LAND, ME LAND

Age - 43
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 8328 Last 24 Hrs - 8
Make/Model- 2600 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 136
Multi-Eng - 1444

Instrument Rating(s) - NONE

-----Narrative-----

PRIOR TO AN AERIAL APPLICATION FLT, THE PLT REPORTED THAT THERE WAS FROST ON THE WINGS AND THAT HE ATTEMPTED TO REMOVE IT BY POLISHING IT WITH HIS HANDS. DURING THE TAKEOFF ROLL THE PLT NOTED THAT AT THE POINT WHERE THE ACFT NORMALLY WOULD BE AIRBORNE THE ACFT WAS STILL ON THE RWY. A LITTLE FURTHER DOWN THE STRIP, THE PLT DECIDED TO DUMP THE LOAD. THE ACFT LIFTED OFF AND THE LANDING GEAR STRUCK A LEVY AT THE DEPARTURE END OF THE STRIP. THE PLT WAS UNABLE TO MAINTAIN CONTROL AND THE ACFT AGAIN COLLIDED WITH THE TERRAIN SEVERAL HUNDRED FEET FROM THE STRIP. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS NOTED AT THE TIME OF THE ENGINE INSPECTION.

Brief of Accident (Continued)

File No. - 490

2/05/88

LODI, CA

A/C Reg. No. N2832J

Time (Lc1) - 0700 PST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WING - ICE
 2. ICE/FROST REMOVAL FROM AIRCRAFT - INADEQUATE - PILOT IN COMMAND
 3. LOAD JETTISON - DELAYED - PILOT IN COMMAND
 4. TERRAIN CONDITION - DITCH
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 537 2/10/88 VAN NUYS, CA A/C Reg. No. N25732 Time (Lcl) - 0817 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	0	1	0
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During - DESCENT					

-----Aircraft Information-----

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	VAN NUYS
Wind Dir/Speed- 340/010 KTS	ATC/Airspace	Runway Ident - 34L
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8001/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 25 Last 24 Hrs - 1
	Months Since - N/A	Make/Model- 25 Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- 0 Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON HIS SECOND SUPERVISED SOLO AND HAD EXECUTED A GO-AROUND ON HIS FIRST ATTEMPTED TOUCH & GO MANEUVER. THE PLT REENTERED THE TRAFFIC PATTERN AND LANDED ON RUNWAY 34L. THE AIRPLANE EXITED TO THE LEFT OF THE RUNWAY ONTO THE GRASS. WITH THE FLAPS FULLY EXTENDED THE PILOT ADDED FULL POWER AND BEGAN ANOTHER TAKEOFF. SHORTLY AFTER LIFTOFF THE PLT FULLY RETRACTED THE FLAPS AND THE AIRPLANE SETTLED TO THE GROUND AND COLLIDED WITH THREE PARKED AIRPLANES. THE STUDENT PLT SUSTAINED MINOR INJURIES AND REPORTED THAT HE DID NOT EXPERIENCE ANY AIRPLANE PREIMPACT MALFUNCTIONS OR FAILURES.

Brief of Accident (Continued)

File No. - 537

2/10/88

VAN NUYS,CA

A/C Reg. No. N25732

Time (Lc1) - 0817 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

2. GO-AROUND - INITIATED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT

Phase of Operation LANDING - ABORTED

Finding(s)

3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

4. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND

5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. OBJECT - AIRCRAFT PARKED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 462 2/27/88 MODESTO, CA A/C Reg. No. N8801Y Time (Lcl) - 1200 PST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

1

0

None

0

0

-----Aircraft Information-----

Make/Model - EAGLE DW-1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3860
No. of Seats - 1

Eng Make/Model - CONTINENTAL W-670-6N
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 220 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed - 060/003 KTS

Visibility - 3.000 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 10000 FT BROKEN

Obstructions to Vision - FOG

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MODESTO, CA

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - SOFT

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 45

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - J3

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 6500

Make/Model - 1200

Instrument - 20

Last 24 Hrs - 8

Last 30 Days - 20

Last 90 Days - 50

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ENROUTE FOR THE PURPOSE OF SPRAYING A FIELD, THE ENGINE SEEMED TO OVERSPEED THEN LOSE POWER. THE AIRCRAFT WAS LANDED ON A SOFT FIELD WHERE DURING THE LANDING ROLL, THE AIRCRAFT NOSED OVER. THE PROPELLER DOME WAS FOUND TO HAVE SEPARATED FROM THE AIRCRAFT IN FLIGHT AND WAS FOUND 150 FEET PRIOR TO THE FIRST POINT OF IMPACT

Brief of Accident (Continued)

File No. - 462

2/27/88

MODESTO, CA

A/C Reg. No. N8801Y

Time (Lcl) - 1200 PST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, DOME - SEPARATION
 2. PROPELLER SYSTEM/ACCESSORIES, PITCH CHANGE MECH - INOPERATIVE
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 548 3/08/88 CHINO, CA A/C Reg. No. N917WP Time (Lcl) - 1124 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PAGE LONG EZ
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 1450
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 125 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHINO, CA
Destination
LA VERNE, CA

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 49
Biennial Flight Review
Current - NO
Months Since - 53
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 234
Make/Model- 90
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

DURING A FLIGHT TO TEST THE EFFECTIVENESS OF THE PROPELLER, JUST AFTER TAKEOFF, ONE PROPELLER BLADE SEPARATED FROM THE HUB. THE PILOT MADE AN EMERGENCY OFF FIELD LANDING IN A SOFT FIELD, WHERE DURING THE LANDING ROLL THE AIRCRAFT COLLIDED WITH THE TERRAIN. THE INVESTIGATION REVEALED THAT THE THREE BLADED PROP HAD NOT BEEN USED ON THIS ACFT/ENGINE BEFORE AND THE COMPOSITE CONSTRUCTED PROPELLER HAD BEEN MODIFIED BY THE PILOT BUILDER.

Brief of Accident (Continued)

File No. - 548

3/08/88

CHINO, CA

A/C Reg. No. N917WP

Time (Lc1) - 1124 PST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION
 2. MAINTENANCE, MODIFICATION - IMPROPER - MANUFACTURER
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT
 4. LANDING GEAR, NOSE GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 536 3/13/88 CORONA, CA A/C Reg. No. N2952A Time (Lcl) - 1055 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	3
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- CESSNA 180	Eng Make/Model	- CONTINENTAL O-470-J	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2550	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 225 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- VARIABLE/015 KTS</p> <p>Visibility - 25.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">HUNTINGTON BCH, CA</p> <p>Destination</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">CORONA MUNI.</p> <p>Runway Ident - 07</p> <p>Runway Lth/Wid - 3200/ 60</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 150
SE LAND	Months Since - 21	Make/Model- 50
	Aircraft Type - C-180	Instrument- 1
		Last 24 Hrs - 1
		Last 30 Days- 5
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS COMPLETING A PERSONAL FLT. DURING THE LANDING ROLL THE AIRPLANE BEGAN TO SWERVE TO THE LEFT. THE PLT REPTD THE RUDDER WAS INEFFECTIVE DUE TO THE AIRPLANE'S SLOW SPEED AND SHE APPLIED THE BRAKES. BEFORE THE AIRPLANE CAME TO A STOP THE LEFT LANDING GEAR STRUT STRUCK A RUNWAY LIGHT AND THE AIRPLANE NOSED OVER ONTO ITS BACK. THE SURFACE WINDS WERE VARIABLE FROM 340 DEG THRU 160 DEG AT ABT 15 KNOTS, GUSTING TO 20 KNOTS. THERE WERE NO PREEXISTING AIRPLANE MALFUNCTIONS OR SYSTEM FAILURES.

Brief of Accident (Continued)

File No. - 536

3/13/88

CORONA, CA

A/C Reg. No. N2952A

Time (Lc1) - 1055 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

3. OBJECT - RUNWAY LIGHT
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 578 3/14/88 ANTIOCH, CA A/C Reg. No. N87JP Time (Lcl) - 1800 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
	Fire		Serious	Minor	None
Type of Operation - PERSONAL		Crew 0	1	0	0
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During - DESCENT					

-----Aircraft Information-----

Make/Model - PAXTON RV-3A	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LIVERMORE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 446
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE PERFORMING AEROBATIC MANEUVERS, THE AIRCRAFT WAS SEEN TO HAVE ENTERED A SPIN. AT APPROXIMATELY 300 FEET THE AIRCRAFT RECOVERED, HOWEVER, THE LEFT WING WAS SEEN TO BE BENT UPWARD AND THE FIBERGLASS TIP WAS DANGLING FROM THE WING. THE AIRCRAFT IMPACTED THE TERRAIN IN A NEAR LEVEL ATTITUDE.

Brief of Accident (Continued)

File No. - 578

3/14/88

ANTIOCH, CA

A/C Reg. No. N87JP

Time (Lcl) - 1800 PST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. WING, SPAR - OVERLOAD
 2. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 561 3/14/88 ARVIN,CA A/C Reg. No. N59368 Time (Lcl) - 0515 PST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage DESTROYED		Injuries		
Type of Operation - OTHER WORK USE	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -DESCENT			0	0	0
					None

-----Aircraft Information-----

Make/Model - BELL UH-1B	Eng Make/Model - LYCOMING T53-L-11D	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 8500	Engine Type - TURBOSHAFT	
No. of Seats - 2	Rated Power - 900 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	METTLER,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	Runway Ident - N/A
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	
Obstructions to Vision- UNK/NR		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI,FLT ENG	Current - YES	Total - 4746
SE LAND,ME LAND	Months Since - 5	Make/Model- 916
HELICOPTER	Aircraft Type - DH7	Instrument- 232
		Multi-Eng - 952
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 95
		Rotorcraft - 2657

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

SHORTLY AFTER TAKEOFF WHILE CRUISING AT 1500 FEET, THE PLT NOTED THAT THE FUEL BOOST WARNING LIGHTS ILLUMINATED. THE PILOT BEGAN A DESCENT FOR A PRECAUTIONARY LANDING. DURING DESCENT THE ELECTRICAL SYSTEM FAILED COMPLETELY. PRIOR TO TOUCH DOWN THE HELICOPTER STRUCK A POWER LINE. THE PILOT WAS UNABLE TO MAINTAIN CONTROL AND THE AIRCRAFT COLLIDED WITH THE TERRAIN. THE FLIGHT WAS CONDUCTED IN DARK CONDITIONS. THE PILOT LATER STATED HE THOUGHT HE LEFT THE GEN SWITCH IN THE OFF POSITION, LEAVING ONLY BAT POWER.

Brief of Accident (Continued)

File No. - 561

3/14/88

ARVIN, CA

A/C Reg. No. N59368

Time (Lcl) - 0515 PST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ELECTRICAL SYSTEM, GENERATOR - NOT ENGAGED
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. OBJECT - WIRE, TRANSMISSION
 4. VISUAL LOOKOUT - NOT POSSIBLE -
 5. LIGHT CONDITION - DARK NIGHT
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 493

4/02/88

PALO ALTO, CA

A/C Reg. No. N99373

Time (Lcl) - 1445 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	1	0
Pass		0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - ERCOUPE 415-C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1260
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-75-12
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 75 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 340/016 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

PALO ALTO
Runway Ident - 30
Runway Lth/Wid - 2500/ 65
Runway Surface - DIRT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 45

Biennial Flight Review

Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 162	Last 24 Hrs	- UNK/NR
Make/Model-	4	Last 30 Days-	0
Instrument-	0	Last 90 Days-	7

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOCAL FLIGHT IN THE PATTERN, THE ENGINE EXPERIENCED A LOSS OF POWER AND A FORCED LANDING WAS MADE SHORT OF THE RUNWAY. INSPECTION OF THE ENGINE REVEALED THAT WATER WAS IN THE FUEL PUMP BOWL AND RUST WAS PRESENT ON THE CYLINDERS.

Brief of Accident (Continued)

File No. - 493

4/02/88

PALO ALTO, CA

A/C Reg. No. N99373

Time (Lc1) - 1445 PST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. FLUID, FUEL - WATER
 2. MAINTENANCE, SERVICE OF AIRCRAFT - INADEQUATE - PILOT IN COMMAND
 3. ENGINE ASSEMBLY, CYLINDER - CORRODED
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - POLE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 445 4/02/88 LONE PINE, CA A/C Reg. No. N6466P Time (Lcl) - 0800 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	3

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire NONE
Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-24-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-AIA5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
EL MONTE, CA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
LONE PINE

Runway Ident - UNK/NR
Runway Lth/Wid - 2570/ 100
Runway Surface - GRAVEL
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 41
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 290
Make/Model- 14
Instrument- 0
Last 24 Hrs - 2
Last 30 Days- 5
Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

AT THE BEGINNING OF THE FLIGHT, JUST AFTER ROTATION, AT APPROXIMATELY 10 FEET AGL, THE PILOT RETRACTED ONE NOTCH OF FLAPS. THE AIRCRAFT SETTLED TO THE RUNWAY AND THE PILOT LOST CONTROL AND COLLIDED WITH THE TERRAIN. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS REPORTED.

Brief of Accident (Continued)

File No. - 445

4/02/88

LONE PINE,CA

A/C Reg. No. N6466P

Time (Lcl) - 0800 PST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB
1. RAISING OF FLAPS - PREMATURE - PILOT IN COMMAND
2. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 444 5/01/88 QUINCY, CA A/C Reg. No. N5104E Time (Lcl) - 1340 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	2

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 180B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - CONTINENTAL D-470-K
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SACRAMENTO, CA
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

GANSNER FLD
Runway Ident - 24
Runway Lth/Wid - 4100/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND
GLIDER

Age - 56

Biennial Flight Review

Current - YES
Months Since - 18
Aircraft Type - C-180B

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1180	Last 24 Hrs -	0
Make/Model-	184	Last 30 Days-	0
Instrument-	0	Last 90 Days-	0

Instrument Rating(s) - NONE

-----Narrative-----

AT THE END OF A PLEASURE FLIGHT, WHILE IN THE TRAFFIC PATTERN, THE PILOT NOTED THAT THE WINDS WERE LIGHT AND VARIABLE. WHILE ON FINAL APPROACH, A CORRECTION FOR DRIFT WAS MADE. DURING THE LANDING ROLL, IN GUSTING CONDITIONS, THE PILOT LOST CONTROL OF THE AIRCRAFT WHICH VEERED OFF THE RUNWAY AND NOSED OVER IN THE SOFT DIRT ALONGSIDE THE RUNWAY. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS WITH THE AIRCRAFT PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 444

5/01/88

QUINCY, CA

A/C Reg. No. N5104E

Time (Lc1) - 1340 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 450 5/11/88 TEMECULA, CA A/C Reg. No. N957OK Time (Lcl) - 1300 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING - ROLL

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - STINSON 108-2
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - FRANKLIN 6A4-165-133
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 165 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 200/010 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

AVALON, CA

Destination

TEMECULA, CA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

RANCHO CALIFORNIA

Runway Ident - 30

Runway Lth/Wid - 3023/ 60

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND, SE SEA, ME SEA

Age - 51

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - AC-700

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 6677

Make/Model- 1880

Instrument- 800

Multi-Eng - 4580

Last 24 Hrs - 3

Last 30 Days- 3

Last 90 Days- 175

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE LANDING ROLL IN A DIRECT CROSSWIND, THE AIRCRAFT BEGAN TO WEATHER VANE. THE PILOT WAS UNABLE TO MAINTAIN CONTROL OF THE AIRCRAFT WHICH VEERED OFF THE RUNWAY WHERE IT COLLIDED WITH THE TERRAIN AND NOSED OVER. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 450

5/11/88

TEMECULA, CA

A/C Reg. No. N957OK

Time (Lcl) - 1300 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - DITCH
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 460 5/11/88 SACRAMENTO, CA A/C Reg. No. N747JR Time (Lcl) - 1535 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	1
			0	0	0	1

-----Aircraft Information-----

Make/Model - BOEING A75N1	Eng Make/Model - CONTINENTAL R-670-6N	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2717	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 225 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SACRAMENTO EXECUTIVE
Wind Dir/Speed- 280/003 KTS	ATC/Airspace	Runway Ident - 20
Visibility - 35.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5503/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 65	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2150
SE LAND, ME LAND	Months Since - 9	Last 24 Hrs - 0
	Aircraft Type - B-A75N1	Last 30 Days- 2
		Last 90 Days- 3
		Multi-Eng - 1650

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON FINAL APPROACH THE PLT STATED THAT HE HAD BEEN DISTRACTED AND WHEN 2-3 FEET ABOVE THE RWY THE ACFT DROPPED IN A NEAR THREE POINT ATTITUDE. THE PLT LOST DIRECTIONAL CONTROL AND THE ACFT VEERED OFF THE RWY AND NOSED DOWN. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS WITH THE ACFT AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 460

5/11/88

SACRAMENTO, CA

A/C Reg. No. N747JR

Time (Lcl) - 1535 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. DIVERTED ATTENTION - PILOT IN COMMAND
-

Occurrence #2 NOSE DOWN
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 535 5/14/88 CHINO, CA

A/C Reg. No. N46836

Time (Lc1) - 1630 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - BUSINESS
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL
Fire - NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - FAIRCHILD M-62A-3
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2800
No. of Seats - 2

Eng Make/Model - RANGER C-440-C5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 200 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 230/010 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHINO, CA
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY
ROUGH

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 27
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - L-8A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 355
Make/Model- 15
Instrument- 1
Multi-Eng - 10
Last 24 Hrs - 3
Last 30 Days- 10
Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

DURING A SIGHTSEEING FLIGHT, THE ENGINE SUDDENLY QUIT AND AN EMERGENCY OFF-FIELD LANDING WAS MADE. DURING THE LANDING ROLL, THE AIRCRAFT COLLIDED WITH A FENCE. THE PILOT HAD BEEN OPERATING THE AIRCRAFT OFF OF THE LEFT FUEL TANK. THE LEFT FUEL TANK WAS FOUND EMPTY OF FUEL, THE RIGHT TANK CONTAINED APRX 7 GALLONS. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS OF THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 535

5/14/88

CHINO, CA

A/C Reg. No. N46836

Time (Lc1) - 1630 PDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

3. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 547 5/14/88 MIDDLETOWN, CA A/C Reg. No. N74T Time (Lcl) - 1700 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- SLINGSBY T59D KESTREL 19	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-RETRACTABLE MAINS	Number Engines	- N/A	Stall Warning System	- NO
Max Gross Wt	- 1040	Engine Type	- N/A		
No. of Seats	- 2	Rated Power	- N/A		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	VACAVILLE, CA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- LIGHT AND VARIABLE	ATC/Airspace	Runway Ident
Visibility	- 50.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- DIRT
Obstructions to Vision	- NONE		- DRY
Precipitation	- NONE		HIGH VEGETATION
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 557
SE LAND	Months Since - 2	Make/Model- 130
GLIDER	Aircraft Type - ASK-21	Instrument- 0
		Last 24 Hrs - 3
		Last 30 Days- 20
		Last 90 Days- 33

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOCAL PLEASURE FLIGHT, THE PILOT WAS UNABLE TO MAINTAIN ALTITUDE DUE TO THE AIRCRAFT ENCOUNTERING A DOWNDRAFT. DURING THE LANDING ROLL IN AN OPEN FIELD, THE PILOT INTENTIONALLY GROUND LOOPED THE AIRCRAFT TO AVOID COLLIDING WITH A FENCE.

Brief of Accident (Continued)

File No. - 547

5/14/88

MIDDLETOWN,CA

A/C Reg. No. N74T

Time (Lc1) - 1700 PDT

Occurrence #1 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
 2. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
 3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

4. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 546 5/14/88 MERCED, CA A/C Reg. No. N66SL Time (Lcl) - 0630 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -BUSINESS	Fire	Crew	Fatal	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -TAXI						1

-----Aircraft Information-----

Make/Model - PIPER PA-34-200T	Eng Make/Model - CONTINENTAL TS10-360-EB	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4570	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	REDDING, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 100.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1481
SE LAND, ME LAND	Months Since - 19	Make/Model- 815
	Aircraft Type - PA-44	Instrument- 250
		Multi-Eng - 836
		Last 24 Hrs - 8
		Last 30 Days- 64
		Last 90 Days- 152

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXIING ON A DIRT ROAD, THE RIGHT WING STRUCK A TREE RESULTING IN SUBSTANTIAL DAMAGE. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS REPORTED AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 546

5/14/88

MERCED, CA

A/C Reg. No. N66SL

Time (Lcl) - 0630 PDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. OBJECT - TREE(S)
2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 549 5/21/88 PASO ROBLES, CA A/C Reg. No. N32Y Time (Lcl) - 1345 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
			Fatal	Serious	Minor
Type of Operation - INSTRUCTIONAL	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -HOVER					2

-----Aircraft Information-----

Make/Model - ROBINSON R22	Eng Make/Model - LYCOMING O-320-A2C	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 124 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PASO ROBLES, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 598
	Months Since - 12	Make/Model- 579
HELICOPTER	Aircraft Type - R22	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- 36
		Last 90 Days- 125
		Rotorcraft - 595

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOCAL INTRODUCTORY INSTRUCTIONAL FLIGHT, THE STUDENT LOST CONTROL OF THE HELICOPTER. THE FLIGHT INSTRUCTOR WAS UNABLE TO TAKE CONTROL BEFORE THE TAIL ROTOR CONTACTED THE GROUND. THE HELICOPTER COLLIDED WITH THE TERRAIN AND ROLLED OVER.

Brief of Accident (Continued)

File No. - 549

5/21/88

PASO ROBLES, CA

A/C Reg. No. N32Y

Time (Lc1) - 1345 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation HOVER

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
 2. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
 3. SUPERVISION - POOR - PILOT IN COMMAND(CFI)
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 446 7/19/88 PORTOLA VALLEY, CA A/C Reg. No. N2074M Time (Lcl) - 2105 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew	1	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -DESCENT - UNCONTROLLED				0	0	0

-----Aircraft Information-----

Make/Model - BEECH 76	Eng Make/Model - LYCOMING O-360-A1G6D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3916	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- LIGHT AND VARIABLE</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(BRIGHT)</p>	<p>Itinerary</p> <p>Last Departure Point PALO ALTO, CA</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data PALO ALTO</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, ME LAND</p>	<p>Age - 24</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - B-76</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 322</td> <td>Last 24 Hrs - 0</td> </tr> <tr> <td>Make/Model- 29</td> <td>Last 30 Days- 15</td> </tr> <tr> <td>Instrument- 62</td> <td>Last 90 Days- 29</td> </tr> <tr> <td>Multi-Eng - 29</td> <td></td> </tr> </table>	Total - 322	Last 24 Hrs - 0	Make/Model- 29	Last 30 Days- 15	Instrument- 62	Last 90 Days- 29	Multi-Eng - 29	
Total - 322	Last 24 Hrs - 0									
Make/Model- 29	Last 30 Days- 15									
Instrument- 62	Last 90 Days- 29									
Multi-Eng - 29										

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE DINING WITH FRIENDS WITH WHOM HE RESIDED, THE PILOT TOLD THEM THAT HE WAS "GOING FLYING". AT THE COMPLETION OF THE FLIGHT HE WOULD FLY OVER THE HOUSE BEFORE HE RETURNED TO PALO ALTO AIRPORT (PAO). THE PILOT TWICE CIRCLED THE RESIDENCE WHICH IS ABT 7 MILES SOUTHWEST OF PAO AT A LOW ALTITUDE AND THEN PROCEEDED WEST. GROUND WITNESSES REPORTED THAT WHEN THE AIRPLANE WAS ABT 1/2 MILE WEST OF THE RESIDENCE IT ENTERED A 70 DEG NOSE HIGH ATTITUDE. THE MANEUVER RESEMBLED A LEFT HAMMERHEAD STALL EXCEPT BEFORE IT REACHED THE NOSE DOWN ATTITUDE IN ENTERED A LEFT SPIN. ONE WITNESS CLOSE TO THE ACCIDENT SITE RPTD THAT THE AIRPLANE HAD STOPPED ITS SPIN ROTATION AND WAS IN ABT A 45 DEG NOSE DOWN ATTITUDE AT IMPACT. THE WITNESSES NEAR THE ACCIDENT SITE REPTD THAT 1 OF THE ENGS SOUNDED IRREGULAR. THE POST CRASH INVESTIGATION DISCLOSED NO EVIDENCE OF ANY AIRPLANE OR ENGINE PREEXISTING MALFUNCTIONS OR FAILURES.

Brief of Accident (Continued)

File No. - 446

7/19/88

PORTOLA VALLEY, CA

A/C Reg. No. N2074M

Time (Lc1) - 2105 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. LIGHT CONDITION - NIGHT
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. AEROBATICS - ATTEMPTED - PILOT IN COMMAND
4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
6. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 494 4/02/88 BOULDER, CO A/C Reg. No. N788G Time (Lcl) - 1235 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Crew	1	0	0	0
Pass	1	0	0	0

Type of Operation -SIGHTSEEING
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - BURKHART GROB FLUGZEUGBA G103A Eng Make/Model - N/A
Landing Gear - HULL Number Engines - N/A
Max Gross Wt - 1279 Engine Type - N/A
No. of Seats - 2 Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 020/010 KTS
Visibility - 65.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 18000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BOULDER, CO
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL

GLIDER

Age - 30
Biennial Flight Review

Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	- 663	Last 24 Hrs	- 2
Make/Model-	111	Last 30 Days-	40
Instrument-	0	Last 90 Days-	79

Instrument Rating(s) - NONE

-----Narrative-----

ON TWO PREVIOUS FLTS MADE IN SAME AREA OF ACCIDENT, PLT HAD FOUND NO LIFTING THERMALS. PAX ON ONE OF THE PREVIOUS FLTS SAID HE AND PLT HAD FLOWN BELOW RIDGE LINE, 150 FT FROM MTN SIDES, AND 100 FT ABOVE TREES. PAX SAID THEY "WERE SO CLOSE, YOU COULD COUNT THE PINE CONES ON THE TREES." GLIDER TOOK OFF ON ACCIDENT FLT AT 1205 AND FAILED TO RETURN AT 1245 AS SCHEDULED. WX CONDITIONS WERE VMC. WRECKAGE WAS LOCATED AT 0905 NEXT MORNING. EVIDENCE INDICATED THAT THE GLIDER CLIPPED SMALL SCRUB TREE IN 50 DEG RIGHT BANK AND STRUCK OUTCROPPING OF BOULDERS. GLIDER THEN SKIDDED SHORT DISTANCE, WEDGING BETWEEN TWO TREES. OCCUPANTS WERE EJECTED. POSTMORTEM EXAMINATIONS OF BOTH OCCUPANTS DISCLOSED NO MEDICAL FACTOR INVOLVEMENT.

Brief of Accident (Continued)

File No. - 494

4/02/88

BOULDER, CO

A/C Reg. No. N788G

Time (Lc1) - 1235 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - NO THERMAL LIFT
3. MANEUVER - INITIATED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. ALTITUDE - INADEQUATE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 520 5/28/88 FORT COLLINS, CO A/C Reg. No. N67446 Time (Lcl) - 1130 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FORT COLLINS, CO
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

FORT COLLINS
Runway Ident - 11
Runway Lth/Wid - 4700/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 25
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 41 Last 24 Hrs - 2
Make/Model- 41 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 41

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS RETURNING FROM A CROSS COUNTRY TRAINING FLIGHT. AT TOUCHDOWN THE ACFT BOUNCED AND BEGAN TO PORPOISE. THE NOSE GEAR COLLAPSED AND THE PLANE NOSED DOWN. THE FBO REPORTED CALM WINDS AND DRY RNWY CONDITIONS.

Brief of Accident (Continued)

File No. - 520

5/28/88

FORT COLLINS, CO

A/C Reg. No. N67446

Time (Lcl) - 1130 MDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
 2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD
 5. LANDING GEAR, NOSE GEAR - COLLAPSED
-

Occurrence #3 NOSE DOWN
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3-

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 579 6/01/88 ENGLEWOOD, CO

A/C Reg. No. N999HP

Time (Lcl) - 0915 MDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -STANDING

Aircraft Damage

NONE

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

1

0

Minor

0

0

None

1

1

-----Aircraft Information-----

Make/Model - CESSNA TR-182RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3100
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-L3C5D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed - UNK/NR
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ENGLEWOOD, CO
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

CENTENNIAL
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND

Age - 26
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - BE-76

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 519
Last 24 Hrs - 3
Make/Model - 22
Last 30 Days - 72
Instrument - 10
Last 90 Days - 171
Multi-Eng - 23

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI, A PRIVATE RATED DUAL STUDENT, AND ONE PASSENGER WERE PREPARING TO DEPART ON A TRAINING FLIGHT. THE CFI ATTEMPTED TO HAND PROP THE AIRPLANE WHEN THE BATTERY WAS FOUND TO BE INOPERATIVE. DURING THE ATTEMPT, THE CFI WAS STRUCK IN THE BACK OF THE HEAD.

Brief of Accident (Continued)

File No. - 579

6/01/88

ENGLEWOOD,CO

A/C Reg. No. N999HP

Time (Lc1) - 0915 MDT

Occurrence #1 PROPELLER/ROTOR CONTACT TO PERSON
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. ELECTRICAL SYSTEM,BATTERY - OUTPUT LOW
2. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND(CFI)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 541 6/13/88 WESTCLIFFE, CO A/C Reg. No. N81940 Time (Lcl) - 1230 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -TAKEOFF			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - HALL HP-18	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - HULL	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 750	Engine Type - N/A	
No. of Seats - 1	Rated Power - N/A	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LAKE CREEK
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Ident - 04
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 621
SE LAND	Months Since - 12	Last 24 Hrs - 2
GLIDER	Aircraft Type - L-13	Make/Model- 91
		Last 30 Days- 13
		Instrument- 0
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID HIS GLIDER WAS BEING TOWED FOR TAKEOFF FROM A DRY, DUSTY, GRASS STRIP. HE SAID THE TOW PLANE BLEW UP THE DUST AND HE WAS UNABLE TO SEE TO MAINTAIN ALIGNMENT WITH THE 75 FT WIDE STRIP. THERE WAS A DROP OFF ON THE LT SIDE OF THE STRIP AND TALL GRASS ALONG THE RT SIDE. THE ACFT DRIFTED TO THE RT, THE RT WING HIT THE TALL GRASS AND THE ACFT SPUN AROUND RESULTING IN DAMAGE TO THE TAIL.

Brief of Accident (Continued)

File No. - 541

6/13/88

WESTCLIFFE, CO

A/C Reg. No. N81940

Time (Lcl) - 1230 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
2. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
3. VISUAL LOOKOUT - NOT POSSIBLE -
4. UNSUITABLE TERRAIN - ENCOUNTERED -

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - ABORTED

Finding(s)

5. TERRAIN CONDITION - HIGH VEGETATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 426 7/04/88 FORT COLLINS, CO A/C Reg. No. N7420S Time (Lcl) - 0740 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	1	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

-----Aircraft Information-----

Make/Model - BALLOON WORKS FIREFLY 8B
Landing Gear - N/A
Max Gross Wt - 1660
No. of Seats - UNK/NR

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 360/004 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
FREE BALLOON

Age - 41
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - VIVA 65

Medical Certificate - NO MEDICAL
Flight Time (Hours)

Total	-	117	Last 24 Hrs -	1
Make/Model-	109		Last 30 Days-	5
Instrument-	0		Last 90 Days-	7

Instrument Rating(s) - NONE

-----Narrative-----

THIS BALLOON FLT WAS PART OF A RALLY. THE FLT DEPARTED FROM A STADIUM, CLIMBED TO 500' AND THEN MADE A CONTROLLED DESCENT AND LANDING. AFTER THE NEXT TAKEOFF AND CLIMB TO ABOUT 125' WHEN THE BURNER WAS TURNED OFF THE PLT NOTICED THAT FUEL WAS NOT FLOWING TO THE PLT LIGHT. WHILE ATTEMPTING CORRECTIVE ACTION THE BALLOON COOLED AND BEGAN TO DESCEND. THE BALLOON WAS DRIFTING TOWARD POWERLINES AND UPON REACHING 50 TO 75' AGL, THE PLT DECIDED TO OPEN THE VENT FULL AND MAKE AN EMERGENCY LANDING. DURING THE LANDING THE BALLOON DRAPED OVER A FENCE AND THE PASSENGER SUFFERED A BROKEN ANKLE. THE PILOT STATED THAT IT IS LIKELY SHE INADVERTENTLY BUMPED THE PILOT LIGHT VALVE WHILE WORKING THE MAIN FUEL VALVE. SHE REPORTED THAT AFTER THE ACCIDENT BOTH THE MAIN AND PILOT FUEL SYSTEMS WERE CHECKED AND FOUND OK.

Brief of Accident (Continued)

File No. - 426

7/04/88

FORT COLLINS, CO

A/C Reg. No. N7420S

Time (Lcl) - 0740 MDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation CRUISE - NORMAL

1. BALLOON EQUIPMENT, HEATER SYSTEM - INOPERATIVE
2. FUEL SUPPLY - INADVERTENT DEACTIVATION - PILOT IN COMMAND
3. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING

Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. OBJECT - WIRE, TRANSMISSION
5. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 453 7/09/88 ERIE, CO

A/C Reg. No. N135E

Time (Lc1) - 1225 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING - ROLL

Aircraft Damage
SUBSTANTIAL
Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-28R-201T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - CONTINENTAL TSIO-360
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 090/006 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - 8000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CASPER, WY

Destination

SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

ERIE-TRI COUNTY

Runway Ident - 15

Runway Lth/Wid - 5400/ 75

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 58

Biennial Flight Review

Current - YES

Months Since - 20

Aircraft Type - PA-28R

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1275

Make/Model- 1275

Instrument- 4

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING FROM A X-COUNTRY FLT THE PLT LANDED LONG AND FAST TO HELP FACILITATE TRAFFIC FLOW AND WENT OFF THE END OF THE RWY. THE ACFT ENTERED ROUGH TERRAIN AND FLIPPED OVER INTO A CREEK. THE DENSITY ALTITUDE WAS ABOVE 8,500 FEET.

Brief of Accident (Continued)

File No. - 453

7/09/88

ERIE,CO

A/C Reg. No. N135E

Time (Lc1) - 1225 MDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
4. TOUCHDOWN - DELAYED - PILOT IN COMMAND
5. AIRSPEED - EXCESSIVE - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN
7. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5

Factor(s) relating to this accident is/are finding(s) 2,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 556 8/01/88 SELBYVILLE, DE A/C Reg. No. N5982G Time (Lcl) - 1145 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -BANNER TOW	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -DESCENT			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150K	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SELBYVILLE, DE	ON AIRPORT
Method - N/A	Destination LOCAL	Airport Data
Completeness - N/A	ATC/Airspace	WARRINGTON
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Ident - 32
Wind Dir/Speed- LIGHT AND VARIABLE	Type of Clearance - NONE	Runway Lth/Wid - 2250/ 100
Visibility - 2.000 SM	Type Apch/Lndg - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 2000 FT SCATTERED		Runway Status - DRY
Lowest Ceiling - NONE		
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1424
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - 6
	Aircraft Type - C-150	Make/Model- 473
		Last 30 Days- 107
		Instrument- 54
		Last 90 Days- 231
		Multi-Eng - 159

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS IN THE PROCESS OF PICKING UP A BANNER WHEN THE AIRCRAFT STALLED AND CRASHED INTO A WOODED AREA. THE BANNER WAS PICKED UP AT AN AIRSPEED OF 80 MPH AND THE ACFT ALTITUDE WAS INCREASED TO 250 FT AGL. THE PILOT REPORTED THAT THE WINGS OF THE ACFT ROCKED BACK AND FORTH AND THE ACFT BECAME UNSTABLE. THE TOW BANNER WAS THEN RELEASED, THE ACFT STALLED AND DESCENDED INTO A WOODED AREA IN A NOSE DOWN ATTITUDE.

Brief of Accident (Continued)

File No. - 556

8/01/88

SELBYVILLE, DE

A/C Reg. No. N5982G

Time (Lc1) - 1145 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. PULL-UP - EXCESSIVE - PILOT IN COMMAND
2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
3. LOAD JETTISON - PERFORMED -
4. STALL/MUSH

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 519	3/04/88	MERRITT ISLAND, FL	A/C Reg. No. N128JM	Time (Lc1) - 0710 EST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 0	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	1	0	0
Accident Occurred During - DESCENT			0	0	0

-----Aircraft Information-----

Make/Model - HUNTER VELOCITY	Eng Make/Model - LYCOMING IO-360-C1E6	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2250	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 200 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 020/012 KTS</p> <p>Visibility - 3.000 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 500 FT OVERCAST</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - RAIN</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point MERRITT ISLAND, FL</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) COMMERCIAL, ATP SE LAND, ME LAND</p>	<p>Age - 59</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 24</p> <p>Aircraft Type - LONGEZ</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 11069</td> <td>Last 24 Hrs - UNK/NR</td> </tr> <tr> <td>Make/Model- 210</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 720</td> <td>Last 90 Days- UNK/NR</td> </tr> <tr> <td>Multi-Eng - 7352</td> <td></td> </tr> </table>	Total - 11069	Last 24 Hrs - UNK/NR	Make/Model- 210	Last 30 Days- UNK/NR	Instrument- 720	Last 90 Days- UNK/NR	Multi-Eng - 7352	
Total - 11069	Last 24 Hrs - UNK/NR									
Make/Model- 210	Last 30 Days- UNK/NR									
Instrument- 720	Last 90 Days- UNK/NR									
Multi-Eng - 7352										

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CHECKING THE STALL CHARACTERISTICS OF A HOMEBUILT ACFT, THE ACFT DESCENDED IN A STALLED CONDITION UNTIL CRASHING INTO A RIVER. THE PLT WAS UNABLE TO LOWER THE NOSE. INVESTIGATION REVEALED THAT HE IMPROPERLY POSITIONED BAFFLES IN THE FUEL TANKS RESULTING IN AN INCREASE OF 20 GALLONS. IF THE ANGLE OF ATTACK WERE NOSE HIGH FUEL WOULD SHIFT AFT RESULTING IN AN OUT OF LIMIT AFT C.G. THE FUSELAGE HAD BEEN IMPROPERLY LEVELLED RESULTING IN A NOSE HIGH ATTITUDE. AS A RESULT THE POSITION OF THE AIRFOIL SHAPED TANKS LOCATED FWD OF EACH WING & BONDED TO THE FUSELAGE WERE IMPROPERLY POSITIONED. THE FUEL TANKS ARE PART OF THE WING & PROVIDE LIFT. THIS MOVED THE CENTER OF LIFT FWD, & WITH THE AFT SHIFTING OF FUEL RESULTED IN THE NOSE HIGH DESCENT. ACCORDING TO A PLT WHO HAS FLOWN A SIMILARLY DESIGNED ACFT, DURING FLT TESTING IT STALLED & DESCENDED IN THE SAME ATTITUDE OF THE ACCIDENT ACFT. RECOVERY OCCURRED WHEN HE ADDED AND MAINTAINED FULL POWER.

Brief of Accident (Continued)

File No. - 519

3/04/88

MERRITT ISLAND, FL

A/C Reg. No. N128JM

Time (Lc1) - 0710 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. FUEL SYSTEM, TANK - IMPROPER
2. MAINTENANCE, MODIFICATION - IMPROPER - MANUFACTURER
3. STALL - PERFORMED - PILOT IN COMMAND
4. REMEDIAL ACTION - NOT POSSIBLE -
5. INADEQUATE TRAINING(EMERGENCY PROCEDURE(S)) - PRODUCTION/DESIGN PERSONNEL
6. INADEQUATE CERTIFICATION/APPROVAL, MANUFACTURER - MANUFACTURER

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. TERRAIN CONDITION - WATER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 478 4/15/88 DEFUNIAK SPRNGS, FL A/C Reg. No. N51HH Time (Lcl) - 1330 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0
Accident Occurred During -DESCENT - UNCONTROLLED			0	0	0
			0	0	0

-----Aircraft Information-----

Make/Model - HENDERSON RV-4	Eng Make/Model - LYCOMING O-320-B3B	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 160 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 240/008 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 6000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>DE FUNIAK SPRINGS</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 3200/ 60</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND, ME LAND</p>	<p>Age - 53</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - RV-4</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1385</p> <p>Make/Model- 107</p> <p>Instrument- 0</p> <p>Multi-Eng - 6</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- 14</p> <p>Last 90 Days- 14</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF AT AN ALT OF APRX 100 FT WHILE ON A PERSONAL FLT, THE ENG QUIT. THE PLT BANKED THE ACFT TO THE LEFT TO LAND ON A RD BUT LOST CONTROL DURING THE MANEUVER. THE ACFT DESCENDED UNCONTROLLED AND COLLIDED WITH TERRAIN. EXAMINATION OF THE MAGNETO SWITCH REVEALED THAT A STEEL SPRING ON THE INSIDE SHORTED THE BOTH POSITION. THE LT OR RT POSITIONS WERE OPERABLE. THE PLT STATED THAT HE SHOULD HAVE LANDED STRAIGHT AHEAD.

Brief of Accident (Continued)

File No. - 478

4/15/88

DEFUNIAK SPRNGS, FL

A/C Reg. No. N51HH

Time (Lc1) - 1330 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. IGNITION SYSTEM, IGNITION SWITCH - SHORTED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. MANEUVER - IMPROPER - PILOT IN COMMAND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 510 4/17/88 FORT MYERS, FL

A/C Reg. No. N2032M

Time (Lcl) - 1200 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-32-300
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3500
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-K1G5
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 110/006 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ST PETERSBURG, FL
Destination
FORT LAUDERDALE, FL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
PRECAUTIONARY LANDING

Airport Proximity
ON AIRPORT

Airport Data

LEHIGH ACRES WEST
Runway Ident - 22
Runway Lth/Wid - 3000/ 200
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 60

Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - PA-32

Medical Certificate - EXPIRED

Flight Time (Hours)	
Total - 4250	Last 24 Hrs - UNK/NR
Make/Model- 1220	Last 30 Days- 10
Instrument- UNK/NR	Last 90 Days- 30
Multi-Eng - 2230	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE EN ROUTE, ON A PERSONAL CROSS COUNTRY FLT, THE ALTERNATOR BELT BROKE RESULTING IN THE LOSS OF ELECTRICAL POWER WHICH THE PLT DID NOT RECOGNIZE BEFORE THE BATTERY HAD BEEN DRAINED. DURING THE PRECAUTIONARY LANDING THE ACFT LANDED HARD RESULTING IN SUBSTANTIAL DAMAGE. HE FURTHER STATED THAT HE BECAME OVER-ANXIOUS TO LAND THE ACFT & SHOULD HAVE REALIZED THAT THE ALTERNATOR WAS NOT WORKING & THE BATTERY HAD BEEN DRAINED.

Brief of Accident (Continued)

File No. - 510

4/17/88

FORT MYERS, FL

A/C Reg. No. N2032M

Time (Lcl) - 1200 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ELECTRICAL SYSTEM, ALTERNATOR - DISABLED
 2. ELECTRICAL SYSTEM, BATTERY - EXHAUSTION
 3. ELECTRICAL SYSTEM - FAILURE, TOTAL
 4. ELECTRICAL SYSTEM - INATTENTIVE - PILOT IN COMMAND
-

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
 6. FLARE - IMPROPER - PILOT IN COMMAND
 7. EMOTIONAL REACTION - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 559 4/18/88 MCDAVID, FL A/C Reg. No. N2322F Time (Lcl) - 1335 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 200/014 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - N/A

Lowest Ceiling - 1900 FT BROKEN

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CHATTANOOGA, TN

Destination

ATMORE, FL

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - VFR

Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 25

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1050

Make/Model- 150

Instrument- 49

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT THE FLT WAS 15 MILES FROM THE DESTINATION & HAD BEEN DIVERTED DUE TO HAZE. WHILE FLYING AT AN ALT OF APROX 2,000 FT, THE ENG QUIT DUE TO NON-MECHANICAL REASONS. HE WAS UNABLE TO RESTART IT. THE PLT LANDED THE A/C ON A ROAD, DURING WHICH THE RT WINGTIP COLLIDED WITH A ROAD SIGN. THE A/C THEN SPUN TO THE RT, TRAVELLED OFF THE ROAD, COLLIDED WITH TREES, & CAME TO REST. POST-CRASH INSP OF THE ACFT REVEALED THE RT FUEL TANK CONTAINED NO USABLE FUEL. THE PLT STATED THAT HE ADDED FUEL TO THE LEFT TANK AFTER THE ACCIDENT IN AN ATTEMPT TO START THE ENG. AS A RESULT THE QUANTITY OF FUEL IN IT AT THE TIME OF THE LOSS OF POWER COULD NOT BE DETERMINED. HE ALSO STATED THAT IS WAS POSSIBLE THAT THE ENG QUIT DUE TO FUEL EXHAUSTION.

Brief of Accident (Continued)

File No. - 559

4/18/88

MCDAVID,FL

A/C Reg. No. N2322F

Time (Lcl) - 1335 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - SIGN
5. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 486 4/20/88 DELAND, FL A/C Reg. No. N60358 Time (Lcl) - 1245 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

0

-----Aircraft Information-----

Make/Model - CESSNA 150J
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 100 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 070/010 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 2400 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

UMATILLA, FL

Destination

SAME AS ACC/INC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 42

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER LANDING AT UMATILLA, MUNI, AN UNATTENDED ARPT, THE PLT ASKED AN UNAUTHORIZED INDIVIDUAL TO FILL THE ACFT'S TANKS. THE INDIVIDUAL STATED THAT FUEL IS NOT SOLD TO TRANSIENT ACFT. THE PLT DEPARTED WITH THE FUEL TANK GAUGES INDICATING 1/4 EACH. WHEN IT WAS APRX 3 MILES FROM THE DESTINATION, AT AN ALT OF APRX 1,200 FEET, THE ENG QUIT. ATTEMPTS TO RESTART WERE UNSUCCESSFUL. DURING THE FORCED LNDG AFTER TOUCHDOWN, THE ACFT BOUNCED, TOUCHED DOWN AGAIN, NOSED OVER & CAME TO REST INVERTED. THE PLT STATED THAT THE ENG QUIT DUE TO FUEL EXHAUSTION & THERE WAS NO ENG MALFUNCTION. ACCORDING TO THE ARPT OWNER, HAD HE BEEN AT THE ARPT WHEN THE PLT REQUESTED FUEL, HE WOULD HAVE COMPLIED WITH THE REQUEST. THE PLT DID NOT FILE AN ACC REPORT. PILOT FLIGHT EXPERIENCE IS UNKNOWN.

Brief of Accident (Continued)

File No. - 486

4/20/88

DELAND, FL

A/C Reg. No. N60358

Time (Lcl) - 1245 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
3. MAINTENANCE, SERVICE OF AIRCRAFT - INADEQUATE -
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. FLARE - MISJUDGED - PILOT IN COMMAND

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 477 4/21/88 PAHOKEE, FL A/C Reg. No. N81893 Time (Lcl) - 1925 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	0	0	0	2
Flight Conducted Under	-14 CFR 91	NONE	0	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- BEECH E55	Eng Make/Model	- CONTINENTAL IO-520-C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5300	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 285 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - COMPANY</p> <p>Method - TV/RADIO</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 090/010 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>MIAMI, FL</p> <p>Destination</p> <p>PAHOKEE, FL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p>FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>PALM BEACH COUNTY GLADES</p> <p>Runway Ident - 35</p> <p>Runway Lth/Wid - 4620/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - YES	Total - 3000
SE LAND, ME LAND	Months Since - 22	Make/Model- 100
	Aircraft Type - UNK/NR	Instrument- 200
		Multi-Eng - 400
		Last 24 Hrs - 0
		Last 30 Days- 0
		Last 90 Days- 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON AN INSTRUCTIONAL FLT PRACTICING SHORT & SOFT FIELD LANDINGS, THE ACFT WAS LANDED GEAR UP. THE INSTRUCTOR PLT STATED THERE WAS NO FAILURE OR MALFUNCTION OF THE LANDING GEAR WARNING HORN AND THAT WHEN THE THROTTLE WAS RETARDED FULLY THE HORN SOUNDED.

Brief of Accident (Continued)

File No. - 477

4/21/88

PAHOKEE, FL

A/C Reg. No. N81893

Time (Lc1) - 1925 EDT

Occurrence #1 GEAR NOT EXTENDED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND(CFI)
 2. WHEELS UP LANDING - INADVERTENT - DUAL STUDENT
 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 425 5/31/88 MARCO ISLAND, FL A/C Reg. No. N25516 Time (Lcl) - 1500 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - INSTRUCTIONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

	Fatal	Serious	Minor	None
	0	0	0	2
	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 110/015 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 3000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LA BELLE, FL
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

MARCO ISLAND
Runway Ident - 17
Runway Lth/Wid - 5008/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND, ME LAND, SE SEA

Age - 38
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PA-23

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 458	Last 24 Hrs - 3
Make/Model- 148	Last 30 Days- 16
Instrument- 92	Last 90 Days- 69
Multi-Eng - 10	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON AN INSTRUCTIONAL FLT PRIOR TO TOUCHDOWN ON RWY 17, THE FLT WAS ADVISED THAT THE WINDS WERE FROM 110 DEGREES AT 15 KTS WITH GUSTS TO 20. THE CFI STATED THAT THE AIRCRAFT WAS SLOW ON FINAL APCH. WITH 20 DEGREES OF FLAPS LOWERED, THE ACFT WAS BLOWN OFF THE RT SIDE OF THE RWY AFTER WHICH THE STUDENT PLT OVERCORRECTED TO THE LEFT. IT THEN DEPARTED THE LEFT SIDE OF THE RWY STALLED, AND COLLIDED WITH TREES.

Brief of Accident (Continued)

File No. - 425

5/31/88

MARCO ISLAND, FL

A/C Reg. No. N25516

Time (Lcl) - 1500 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - DUAL STUDENT
3. LACK OF TOTAL EXPERIENCE - DUAL STUDENT
4. WEATHER CONDITION - HIGH WIND
5. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND(CFI)
6. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,6

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 560 5/31/88 GRETN, FL A/C Reg. No. N4029R Time (Lcl) - 2036 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - HILLER UH-12E
Landing Gear - SKID
Max Gross Wt - 2750
No. of Seats - 3

Eng Make/Model - LYCOMING VO-540-C2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 305 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/009 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND
HELICOPTER

Age - 34
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3520 Last 24 Hrs - 8
Make/Model- 400 Last 30 Days- 175
Instrument- 27 Last 90 Days- 200
Rotorcraft - 3120

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON AN AERIAL APPLICATION FLT, THE PLT STATED HE MANEUVERED THE HELICOPTER TO RELEASE THE REMAINING CHEMICAL. HE THEN HEARD A LOUD "SCREECHING" NOISE FOLLOWED BY SILENCE AS THE ENG QUIT. THE HELICOPTER LANDED HARD BREAKING THE SKIDS. IT CAME TO REST ON ITS RIGHT SIDE. POST CRASH INSPECTION OF THE ENGINE REVEALED THE NO. 2 CYLINDER PARTIALLY SEPARATED AND THE NO. 3 CYLINDER CONNECTING ROD FAILED AT THE SHOULDER NEAR THE CRANKSHAFT JOURNAL DUE TO FATIGUE.

Brief of Accident (Continued)

File No. - 560

5/31/88

GRETN, FL

A/C Reg. No. N4029R

Time (Lc1) - 2036 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL
2. ENGINE ASSEMBLY, CYLINDER - SEPARATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. AUTOROTATION - NOT POSSIBLE -

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #5 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 424 6/09/88 TAMPA, FL A/C Reg. No. N6390U Time (Lcl) - 1345 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	0

-----Aircraft Information-----

Make/Model - CESSNA T210R
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4100
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-CE
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 325 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
WICHITA, KS
Destination
TAMPA, FL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 190/011 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 1500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 45

Biennial Flight Review

Current - YES
Months Since - 8
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 606	Last 24 Hrs	- 5
Make/Model-	16	Last 30 Days-	7
Instrument-	71	Last 90 Days-	7

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT ON FINAL APCH TO TAMPA INTERNATIONAL AIRPORT, HE REDUCED POWER, PUT THE GEAR DOWN AND, AS HE TRIED TO ADD POWER, NONE WAS AVAILABLE. DURING AN ATTEMPTED FORCED LANDING, HE HIT THE TOP OF AN OFFICE TRAILER AND A GUY WIRE BEFORE COMING TO REST IN A ROADWAY. POSTCRASH EXAMINATION REVEALED APRX ONE QUART OF FUEL REMAINING IN THE FUEL SYSTEM.

Brief of Accident (Continued)

File No. - 424

6/09/88

TAMPA, FL

A/C Reg. No. N6390U

Time (Lcl) - 1345 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. OBJECT - BUILDING(NONRESIDENTIAL)
5. OBJECT - WIRE, STATIC

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 423 6/13/88 FORT LAUDERDALE, FL A/C Reg. No. N7628Q Time (Lcl) - 1525 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE		0	0	0	7
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- CESSNA 402B	Eng Make/Model	- CONTINENTAL TS10-520E	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6300	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 10	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	ON AIRPORT
Method	- ACFT RADIO	ROCK SOUND	
Completeness	- UNK/NR	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	FT. LAUDERDALE EXEC
Wind Dir/Speed	- 100/010 KTS	ATC/Airspace	Runway Ident
Visibility	- 7.0 SM	Type of Flight Plan	- 13
Lowest Sky/Clouds	- 1300 FT SCATTERED	Type of Clearance	- 3999/ 100
Lowest Ceiling	- 2000 FT BROKEN	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 63	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total	- 6700
SE LAND, ME LAND	Months Since - 21	Make/Model	- 500
	Aircraft Type - C-402B	Instrument	- 200
		Multi-Eng	- 4800

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE RIGHT MAIN GEAR COLLAPSED ON TOUCHDOWN. AN EXAM OF THE GEAR REVEALED THAT A FORK BOLT HAD BEEN IMPROPERLY ADJUSTED. THE FACILITY THAT PERFORMED THE LAST MAINTENANCE DENIED ADJUSTING THE BOLT.

Brief of Accident (Continued)

File No. - 423

6/13/88

FORT LAUDERDALE, FL

A/C Reg. No. N7628Q

Time (Lc1) - 1525 EDT

Occurrence #1 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, MAIN GEAR - UNLOCKED
2. MAINTENANCE, ADJUSTMENT - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

3. OBJECT - RUNWAY LIGHT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 523 6/14/88 VERO BEACH, FL A/C Reg. No. N2387T Time (Lcl) - 1405 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire		0	0	1	0
Flight Conducted Under	-14 CFR 91	NONE		0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 120/018 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 2200 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TOUCH AND GO</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">VERO BEACH</p> <p>Runway Ident - 11L</p> <p>Runway Lth/Wid - 2650/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">STUDENT</p>	<p>Age - 25</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - N/A</p> <p style="padding-left: 20px;">Months Since - N/A</p> <p style="padding-left: 20px;">Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 72</td> <td>Last 24 Hrs - 1</td> </tr> <tr> <td>Make/Model- 72</td> <td>Last 30 Days- 46</td> </tr> <tr> <td>Instrument- 1</td> <td>Last 90 Days- 72</td> </tr> </table>	Total - 72	Last 24 Hrs - 1	Make/Model- 72	Last 30 Days- 46	Instrument- 1	Last 90 Days- 72
Total - 72	Last 24 Hrs - 1							
Make/Model- 72	Last 30 Days- 46							
Instrument- 1	Last 90 Days- 72							

Instrument Rating(s) - NONE

-----Narrative-----

THE 25 YR OLD STUDENT PLT WAS PRACTICING TAKE-OFFS & LDGS ON RWY 11L IN PREPARATION FOR HIS PVT PLT FLT TEST. WHEN HE DEPARTED, ABOUT 1.9 HRS PRIOR TO THE ACCIDENT, THE WINDS WERE 090 DEGS AT 13 KNTS. AT THE TIME OF THE ACCIDENT THE WINDS HAD INCREASED TO 18 KNTS WITH TURBULENCE. THE STUDENT PLT HAD REQUIRED EXTRA INSTRUCTION IN THE AREA OF X-WIND LDGS PREVIOUSLY. HE STATED HE WAS USING RUDDER ONLY TO CORRECT FOR DRIFT & DID NOT USE AILERON AS HE WAS AFRAID HE WOULD DRAG A WING. THE ACFT WAS OBSERVED FLYING AN ERRATIC FINAL, LOSING DIRECTIONAL CONTROL DURING TOUCHDOWN & DEPARTING THE RUNWAY. THE AIRCRAFT THEN FLIPPED OVER TO AN INVERTED POSITION.

Brief of Accident (Continued)

File No. - 523

6/14/88

VERO BEACH, FL

A/C Reg. No. N2387T

Time (Lc1) - 1405 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - TURBULENCE
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. AIRCRAFT HANDLING - NOT UNDERSTOOD - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 569 6/15/88 LAKE WALES, FL A/C Reg. No. N4379A Time (Lcl) - 2030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	5

-----Aircraft Information-----

Make/Model - PIPER PA-32R-301T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - LYCOMING TIO-540-S1AD
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 060/010 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
MELBOURNE, FL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRSTRIP

Airport Data

CHALET SUZANNE AIR STRIP
Runway Ident - 36
Runway Lth/Wid - 2450/ 50
Runway Surface - GRASS/TURF
Runway Status - ROUGH

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 21
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 720
Make/Model- 120
Instrument- 121
Multi-Eng - 66
Last 24 Hrs - 3
Last 30 Days- 40
Last 90 Days- 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF FROM THE GRASS STRIP, THE LEFT MAIN LANDING GEAR AND WINGTIP COLLIDED WITH RUNWAY LIGHTS & A FENCEPOST. THE ACFT WAS SLOW TO CLIMB. AFTER CLEARING TREES AT THE DEPARTURE END OF THE RWY, THE ACFT DESCENDED BELOW TREETOP LEVEL, THEN CONTINUED TO THE INTENDED DESTINATION. DURING THE LANDING ROLL THE LEFT MAIN LANDING GEAR COLLAPSED AND THE ACFT SLID TO A STOP. EXAMINATION OF THE ACFT REVEALED TREE TWIGS EMBEDDED IN SECTIONS OF THE TAIL.

Brief of Accident (Continued)

File No. - 569

6/15/88

LAKE WALES, FL

A/C Reg. No. N4379A

Time (Lc1) - 2030 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. OBJECT - RUNWAY LIGHT
3. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND
4. OBJECT - FENCE
5. OBJECT - TREE(S)

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - PREVIOUS DAMAGE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 571 6/27/88 DAVISVILLE, FL A/C Reg. No. N704MN Time (Lcl) - 1305 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PARKERS FLYING SERVICE
Wind Dir/Speed- 180/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - HIGH VEGETATION
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 40
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 11
		Last 30 Days- 1
		Instrument- 0
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

ACFT'S ENGINE HAD OVER 200 RPM DROP ON ONE MAGNETO DURING RUNUP. PLT ATTEMPTED TO TAKEOFF WITH THE ENGINE RUNNING ROUGH. AFTER LIFTOFF THE ENGINE BEGAN TO BACKFIRE AND LOSE POWER. THE PLT STATED HE THEN APPLIED CARBURETOR HEAT AND PUMPED THE ENGINE PRIMER. SHORTLY AFTER THIS THE ENGINE QUIT COMPLETELY. WITNESSES STATED THAT SHORTLY AFTER THE ENGINE BEGAN TO BACKFIRE AND LOSE POWER IT BEGAN TO PUFF HEAVY BLACK SMOKE. SHORTLY AFTER THIS THE ENGINE QUIT COMPLETELY. THE CAUSE FOR THE ROUGH RUNNING ENGINE AND INITIAL LOSS OF POWER COULD NOT BE FOUND AFTER THE ACCIDENT. THE AIRCRAFT WAS BEING OPERATED ON AUTOGAS AND THE AIRCRAFT'S LOGBOOK SHOWED NO INDICATION THAT AN STC HAD BEEN COMPLIED WITH ALLOWING USE OF AUTOGAS. THE ACFT NOSED OVER DURING THE FORCED LNDG.

Brief of Accident (Continued)

File No. - 571

6/27/88

DAVISVILLE, FL

A/C Reg. No. N704MN

Time (Lc1) - 1305 CDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. MAINTENANCE - NOT PERFORMED - PILOT IN COMMAND
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
4. FLUID, FUEL - STARVATION
5. FLUID, FUEL GRADE - IMPROPER
6. FUEL SYSTEM - OVERTEMPERATURE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

7. LANDING GEAR, NOSE GEAR - OVERLOAD
8. LANDING GEAR, NOSE GEAR - SEPARATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 551 7/02/88 MARATHON, FL A/C Reg. No. N25057 Time (Lcl) - 1415 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire		0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE		0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 110 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- IN PERSON	FORT MYERS, FL	
Completeness	- UNK/NR	Destination	Airport Data
Basic Weather	- VMC	MARATHON, FL	Runway Ident
Wind Dir/Speed	- 300/010 KTS		- N/A
Visibility	- 10.0 SM	ATC/Airspace	Runway Lth/Wid
Lowest Sky/Clouds	- 2000 FT SCATTERED	Type of Flight Plan	- N/A
Lowest Ceiling	- NONE	Type of Clearance	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg	- N/A
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 38	Last 24 Hrs - 5
	Months Since - N/A	Make/Model - 32	Last 30 Days - 15
	Aircraft Type - N/A	Instrument - 0	Last 90 Days - 38

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON HIS 1ST SOLO X-C FLT. A PORTION OF THE FLT INCLUDED A 30 MI STRETCH OVER THE FLORIDA BAY SECTION OF THE GULF OF MEXICO. THE FLT CARRIED NO FLOTATION GEAR. 5.2 HRS INTO THE FLT, THE ENG QUIT & A DITCHING WAS PERFORMED NEAR A PLEASURE CRAFT WHICH THE PLT WAS CERTAIN HAD SEEN HIM DITCH. THE BOAT SAILED AWAY. THE PLT HAD GOTTEN OFF A MAYDAY JUST BEFORE DITCHING & WAS PICKED UP BY THE COAST GUARD SHORTLY AFTERWARD. THE ACFT WAS LATER RAISED & NO USABLE FUEL WAS FOUND IN THE ACFT. THE PLT STATED HE HAD DONE SOME EXTRA FLYING TO GET AROUND TSTRMS & HAD APPARENTLY RUN OUT OF FUEL. HE WAS APPROX 10 MI FROM HIS DESTINATION.

Brief of Accident (Continued)

File No. - 551

7/02/88

MARATHON, FL

A/C Reg. No. N25057

Time (Lc1) - 1415 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 2. FLUID, FUEL - EXHAUSTION
 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. EMERGENCY EQUIPMENT - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 417 7/05/88 VERO BEACH, FL A/C Reg. No. N2608F Time (Lcl) - 1145 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CLEWISTON, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 060/014 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - VFR	Runway Status - DRY
Lowest Ceiling - 7000 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 67
	Months Since - N/A	Last 24 Hrs - 4
	Aircraft Type - N/A	Make/Model- 67
		Last 30 Days- 40
		Instrument- 1
		Last 90 Days- 67

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT WHILE INBOUND TO VERO BEACH, HE RAN OUT OF FUEL IN THE LEFT TANK. THE ENGINE QUIT, AND HE WAS UNABLE TO RESTART THE ENGINE BEFORE HE CRASHED INTO A GROVE OF TREES.

Brief of Accident (Continued)

File No. - 417

7/05/88

VERO BEACH, FL

A/C Reg. No. N2608F

Time (Lc1) - 1145 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - HOLDING(IFR)

Finding(s)

1. FLUID, FUEL - STARVATION
 2. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
 3. FUEL TANK SELECTOR POSITION - DISREGARDED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 517 7/18/88 CLEWISTON, FL A/C Reg. No. N108HA Time (Lcl) - 0730 EDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - AERIAL APPLICATION	Fire	0	0	0	1
Flight Conducted Under - 14 CFR 137	Pass	0	0	0	0
Accident Occurred During - MANEUVERING	NONE				

-----Aircraft Information-----

Make/Model - HILLER UH-12E	Eng Make/Model - LYCOMING VO-540-C2A	ELT Installed/Activated - NO	N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 3100	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 4	Rated Power - 305 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 340/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 10000
SE LAND, ME LAND	Months Since - 23	Make/Model- 1250
HELICOPTER	Aircraft Type - UH-12E	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- 20
		Last 90 Days- 60
		Rotorcraft - 1400

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THE FUEL GAGES INDICATED 20 GALS WHEN HE TOOK OFF ON SPRAYING FLT. HE HAD JUST COMPLETED THE SPRAY RUN & STARTED TO PULL UP FROM ABOUT 10 FT & 25 MPH. AT THAT TIME THE ENG QUIT "& SOUNDED JUST LIKE IT WOULD IF IT RAN OUT OF GAS". THERE WAS NOT ENOUGH ALT OR AIRSPEED FOR AUTOROTATION & CHOPPER HIT GROUND IN HIGH SINK RATE & PARTIALLY FELL INTO A CANAL. THE PLT STATED IN TEL CONVERSATION WITH NTSB THAT AFTERNOON THAT HE THOUGHT HE HAD RUN OUT OF GAS. AT THE SCENE, FAA VISUALLY CHECKED FUEL QUANTITY THROUGH THE FILLER OPENING & THOUGHT TANK TO BE EMPTY. THE NEXT DAY, THE PILOT CALLED FAA & SAID HE DRAINED 2.5 GALS OF FUEL FROM ACFT & THAT HE HAD FOUND A FUEL VENT CLOGGED.

Brief of Accident (Continued)

File No. - 517

7/18/88

CLEWISTON, FL

A/C Reg. No. N108HA

Time (Lc1) - 0730 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FUEL SYSTEM, VENT - BLOCKED(TOTAL)
 3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. AUTOROTATION - NOT POSSIBLE -
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 552 7/25/88 SANFORD, FL A/C Reg. No. N2197K Time (Lcl) - 1515 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew	0	0	0	2
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- PIPER PA-44-180	Eng Make/Model	- LYCOMING O-360	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - PATWAS	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	ORLANDO, FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SANFORD, FL	SANFORD
Wind Dir/Speed- 150/005 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8000/ 150
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1347
SE LAND,ME LAND	Months Since - 12	Make/Model- 249
	Aircraft Type - PA-44	Instrument- 128
		Multi-Eng - 300
		Last 24 Hrs - 4
		Last 30 Days- 47
		Last 90 Days- 152

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI STATED THEY HAD COMPLETED 2 TOUCH & GO LDGS WITHOUT INCIDENT. ON THE NEXT, THE ACFT "SUDDENLY YAWED TO THE LEFT & THE SIDE LOAD MUST HAVE WEAKENED THE GEAR AS THE GEAR WARNING HORN BEGAN TO SOUND INDICATING THE GEAR WAS NO LONGER DOWN & LOCKED". HE STATED HE TOOK CONTROL FROM THE MULTI-ENG STUDENT PLT & ATTEMPTED TO SLOW & REGAIN CONTROL OF THE ACFT. THE LEFT GEAR COLLAPSED, YAWING THE NOSE LEFT, THEN RIGHT, COLLAPSING THE RIGHT GEAR. THE ACFT LEFT THE RWY & HIT A RWY LIGHT COMING TO REST OFF THE RWY. THE CFI STATED JUST PRIOR TO THE ACCIDENT, HE HEARD A REPORT OF WINDSHEAR FROM AN ACFT TO THE NORTH. HE STATED THE ACFT HAD PERFORMED NORMALLY PRIOR TO THE ACCIDENT. A TOWER SUPVR STATED THE ACFT TOUCHED DOWN ABOUT 1500 FT DOWN THE RWY, TRAVELING ABOUT 1/2 WAY DOWN IT BEFORE LEAVING THE RWY. HE STATED HE DID NOT OBSERVE ANY OTHER ACFT HAVING ANY PROBLEM ON THE RWY OR TRAFFIC PATTERN & THERE WERE NO REPORTS OF WINDSHEAR DURING THAT PERIOD.

Brief of Accident (Continued)

File No. - 552

7/25/88

SANFORD, FL

A/C Reg. No. N2197K

Time (Lcl) - 1515 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
 3. SUPERVISION - POOR - PILOT IN COMMAND(CFI)
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR, MAIN GEAR - OVERLOAD
-

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - RUNWAY LIGHT
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 553 7/26/88 PUNTA GORDA, FL A/C Reg. No. N9369M Time (Lcl) - 1905 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - LANDING			0	0	0
					None
					1
					0

-----Aircraft Information-----

Make/Model - MOONEY M-20E	Eng Make/Model - LYCOMING IO-360-A1A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2575	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ARCADIA, FL	
Wind Dir/Speed- 150/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 172
SE LAND	Months Since - 19	Last 24 Hrs - 1
	Aircraft Type - PA-28	Make/Model- 14
		Last 30 Days- 8
		Instrument- 1
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HE KEPT HIS ACFT OUTDOORS & HE HAD NOT FLOWN IT FOR 7 DAYS. HE STATED HE HAD NOT REFUELED THE ACFT AFTER THE LAST FLT & HAD PARKED IT WITH 1/2 TANKS. FSS PERSONNEL STATED THERE HAD BEEN RAIN SHOWERS IN THE AREA DURING THAT TIME. THE PLT STATED THAT DURING PRE-FLT INSP, SUMPS WERE DRAINED & NO FOREIGN MATTER WAS FOUND. FLT DEPARTED FOR PUNTA GORDA WHERE ACFT WAS TOPPED OFF BY FUEL TRUCK. PRE-FLT INSP REVEALED PRESENCE OF WATER IN RIGHT SUMP DRAIN. THE SUMPS WERE DRAINED AGAIN UNTIL THE PLT FELT ALL WATER HAD BEEN REMOVED. AFTER DEPARTURE AT 800 FT, THE ENG QUIT & A FORCED LDG WAS MADE IN AN ORANGE GROVE. EXAM OF TRUCK REVEALED NO EVIDENCE OF CONTAMINANTS. SOME WATER WAS FOUND IN THE ACFT'S RIGHT FUEL SUMP. PLT STATED HE ONLY HAD USED FUEL FROM THE LEFT TANK. DURING A POST ACCIDENT EXAM OF THE FUEL SYS WATER AND DIRT WERE FOUND IN THE IDLE CUTOFF VALVE AND THE DIAPHRAGM. THE DIAPHRAGM HAD CONGEALED OIL ON IT ALSO.

Brief of Accident (Continued)

File No. - 553

7/26/88

PUNTA GORDA, FL

A/C Reg. No. N9369M

Time (Lc1) - 1905 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. FLUID, FUEL - WATER
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. OBJECT - TREE(S)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 565 1/02/88 WOODSTOCK,GA A/C Reg. No. N9719G Time (Lcl) - 1530 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
Crew 1	0	0	0
Pass 1	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Fire
NONE

-----Aircraft Information-----

Make/Model - NORTH AMERICAN T-28C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 11000
No. of Seats - 2

Eng Make/Model - WRIGHT R-1820-86
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 1425 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 110/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 2500 FT SCATTERED
Lowest Ceiling - 8000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CARTERSVILLE,GA
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

AIR ACRES
Runway Ident - 18
Runway Lth/Wid - 2100/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 25
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 421
Make/Model- 55
Instrument- 48
Multi-Eng - 129
Last 24 Hrs - UNK/NR
Last 30 Days- 11
Last 90 Days- 32

Instrument Rating(s) - NONE

-----Narrative-----

A PLT/WITNESS RPTD THAT THE AIRPLANE FIRST FLEW OVER THE ARPT TO THE NORTH AT ABOUT 500 FT AGL, AND SUBSEQUENTLY PERFORMED A WINGOVER AT THE NORTH END OF THE ARPT. THE AIRPLANE THEN MADE A HIGH-SPEED PASS OVER THE RWY TO THE SOUTH, AT ABOUT 50 FT AGL. UPON REACHING THE SOUTH END OF THE RWY, IT ENTERED INTO A CLIMBING RIGHT TURN. A FEW SECONDS LATER, THE AIRPLANE PERFORMED ANOTHER WINGOVER; IT SUBSEQUENTLY DISAPPEARED INTO TREES AS IT RETURNED TO A NORTHERLY HEADING, IN A WINGS-LEVEL, SLIGHT NOSE- DOWN ATTITUDE. POST-CRASH EXAM OF THE AIRPLANE AND ENGINE REVEALED NO EVIDENCE OF PRE-EXISTING MECHANICAL MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 565

1/02/88

WOODSTOCK,GA

A/C Reg. No. N9719G

Time (Lc1) - 1530 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. OBJECT - TREE(S)
2. BUZZING - PERFORMED - PILOT IN COMMAND
3. OSTENTATIOUS DISPLAY - PILOT IN COMMAND
4. AEROBATICS - ATTEMPTED - PILOT IN COMMAND
5. CLEARANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 568 5/05/88 LAWRENCEVILLE, GA A/C Reg. No. N8205 Time (Lcl) - 1110 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED					
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320-D3G	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2325	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	G WINNETT CO-BRISCO FLD
Wind Dir/Speed- 350/012 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 75
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 25
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 24
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 25
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT RETURNED TO THE DEPARTURE ARPT AND ATTEMPTED A LANDING WITH A CROSS WIND GUSTING TO AN ESTIMATED 20 KTS. AFTER LANDING, A GUST OF WIND WAS ENCOUNTERED. THE AIRCRAFT BECAME AIRBORNE. THE STUDENT PILOT HELD THE AIRCRAFT'S CONTROLS RIGID. THE AIRCRAFT DROPPED ONTO THE RUNWAY AND SKIDDED OFF THE RUNWAY TO THE LEFT.

Brief of Accident (Continued)

File No. - 568

5/05/88

LAWRENCEVILLE, GA

A/C Reg. No. N8205

Time (Lc1) - 1110 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WIND INFORMATION - DISREGARDED - PILOT IN COMMAND
3. COMPENSATION FOR WIND CONDITIONS - NOT ATTAINED - PILOT IN COMMAND
4. WEATHER CONDITION - GUSTS
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

7. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,6

Factor(s) relating to this accident is/are finding(s) 1,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 540 6/04/88 HARTWELL, GA A/C Reg. No. N5705Q Time (Lc1) - 0815 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- MOONEY M-20	Eng Make/Model	- LYCOMING IO-360	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2575	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 4000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point BLAIRSVILLE, GA</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data HARTWELL-MUSTANG</p> <p>Runway Ident - 09</p> <p>Runway Lth/Wid - 2600/ 50</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 63</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 12</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1330</p> <p>Make/Model- 700</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p>	<p>Last 24 Hrs - 0</p> <p>Last 30 Days- 25</p> <p>Last 90 Days- 52</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE NOSE GEAR COLLAPSED DURING A LANDING ROLL AT ABOUT 5 MPH. THE ANNUAL INSPECTION HAD FAILED TO DISCLOSE A MATERIAL PROBLEM WITH THE GEAR TRUSS. EXAMINATION OF THE FRACTURED COMPONENT DISCLOSED THAT THE TUBULAR MATERIAL HAD RUSTED FROM THE INSIDE AND THE DEFECT WAS NOT VISIBLE FROM THE OUTSIDE.

Brief of Accident (Continued)

File No. - 540

6/04/88

HARTWELL,GA

A/C Reg. No. N5705Q

Time (Lc1) - 0815 EDT

Occurrence #1 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR,NOSE GEAR ASSEMBLY - NOT SWITCHED
 2. LANDING GEAR,NOSE GEAR ASSEMBLY - FAILURE,TOTAL
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - DITCH
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 539 6/19/88 BOSTON, GA A/C Reg. No. N8371T Time (Lcl) - 2000 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91		Pass	0	0	1	0
Accident Occurred During -LANDING	ON GROUND		0	0	1	0

-----Aircraft Information-----

Make/Model - CESSNA 175C	Eng Make/Model - CONTINENTAL GO-300-E	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 175 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PUT
Wind Dir/Speed- VARIABLE/002 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2300/ 40
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 350
SE LAND	Months Since - 23	Make/Model- 20
	Aircraft Type - C-172	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- 18
		Last 90 Days- 25
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS ATTEMPTING TO LAND FOLLOWING A REDUCTION IN POWER WHEN HE OVERSHOT THE RUNWAY. THE PILOT SAID THE ENGINE DID NOT QUIT AND WAS STILL PRODUCING THRUST. THE AIRCRAFT WAS DESTROYED BY FIRE AFTER IT CAME TO REST. THE PLT LANDED DOWNHILL AND DOWNWIND.

Brief of Accident (Continued)

File No. - 539

6/19/88

BOSTON,GA

A/C Reg. No. N8371T

Time (Lc1) - 2000 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. WEATHER CONDITION - TAILWIND
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 586 8/13/88 REDBUD, GA A/C Reg. No. N7233V Time (Lcl) - 0900 EDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
0 0

None
1
0

-----Aircraft Information-----

Make/Model - INTERMOUNTAIN CALLAIR A-9
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3186
No. of Seats - 1

Eng Make/Model - LYCOMING O-540-B2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- LIGHT AND VARIABLE
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CALHOUN, GA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - ROUGH

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 54
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2632 Last 24 Hrs - 4
Make/Model- 1269 Last 30 Days- 36
Instrument- 0 Last 90 Days- 123

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN AERIAL APPLICATION FLIGHT, THE AIRCRAFT COLLIDED WITH A PREVIOUSLY UNDETECTED POWER LINE. THE POWER LINE FRACTURED THE LANDING LIGHT BULB WHICH WAS LOCATED FORWARD OF THE ENGINE AIR INTAKE SYSTEM. FRAGMENTS OF THE GLASS BULB BLOCKED THE AIR INLET TO THE CARB WHICH CAUSED A LOSS OF ENGINE POWER. THE AIRCRAFT WAS LANDED IN ROUGH TERRAIN.

Brief of Accident (Continued)

File No. - 586

8/13/88

REDBUD,GA

A/C Reg. No. N7233V

Time (Lc1) - 0900 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

3. INDUCTION AIR CONTROL, RAM/INDUCTION AIR DUCTING - BLOCKED(PARTIAL)

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 441 5/20/88 CLEMENTSVILLE, ID A/C Reg. No. N4842Y Time (Lcl) - 1700 MDT

-----Basic Information-----

Type Operating Certificate	- AGRICULTURAL AIRCRAFT	Aircraft Damage						
		SUBSTANTIAL						
Type of Operation	- AERIAL APPLICATION	Fire	Crew	Fatal	Injuries			
Flight Conducted Under	- 14 CFR 137	NONE	Pass	0	Serious	Minor	None	
Accident Occurred During	- TAKEOFF			0	0	0	1	0

-----Aircraft Information-----

Make/Model	- PIPER PA-25-260	Eng Make/Model	- LYCOMING O-540-B2B5	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 2900	Engine Type	- RECIPROCATING-CARBURETOR			
No. of Seats	- 1	Rated Power	- 260 HP			

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		OFF AIRPORT/STRIP	
Method	- UNK/NR	NEWDALE, ID			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		Runway Ident	- N/A
Wind Dir/Speed	- CALM	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 40.0 SM	Type of Flight Plan	- NONE	Runway Surface	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - UNK/NR	Total - 3500	Last 24 Hrs - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model - UNK/NR	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS USING A ROAD AS HIS BASE OF OPERATIONS FOR AN AERIAL APPLICATIONS OPERATION. DURING TAKEOFF THE AIRCRAFTS' WINGTIP STRUCK A MOVING AUTOMOBILE'S WINDSHIELD. THE PLT DID NOT FILE AN ACCIDENT REPORT.

Brief of Accident (Continued)

File No. - 441

5/20/88

CLEMENTSVILLE, ID

A/C Reg. No. N4842Y

Time (Lcl) - 1700 MDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. OBJECT - VEHICLE
2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 591 6/17/88 ATHOL, ID A/C Reg. No. N7112E Time (Lcl) - 0940 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	0	0	1	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 182B	Eng Make/Model - CONTINENTAL O-470-L	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CONDON, MT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ATHOL, ID	SILVERWOOD
Wind Dir/Speed- 270/012 KTS	ATC/Airspace	Runway Ident - 03
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4200/ 100
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1450
SE LAND	Months Since - 15	Make/Model- 1250
	Aircraft Type - C-182	Instrument- 50
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- 10
		Last 90 Days- 30
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT LANDED LONG TO AVOID POTENTIAL CONFLICT WITH TRUCK WAITING TO CROSS RWY. THE PILOT STATED HE EXPERIENCED A TAILWIND AFTER TOUCHDOWN. HE INITIATED A GO-AROUND BUT CONTACTED ROUGH TERRAIN IN OVERRUN BEFORE BECOMING AIRBORNE.

Brief of Accident (Continued)

File No. - 591

6/17/88

ATHOL, ID

A/C Reg. No. N7112E

Time (Lc1) - 0940 PDT

Occurrence #1 OVERRUN
Phase of Operation LANDING

Finding(s)

1. PROPER TOUCHDOWN POINT - NOT SELECTED - PILOT IN COMMAND
 2. WEATHER CONDITION - TAILWIND
 3. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 434 6/26/88 ATHOL, ID A/C Reg. No. N91419 Time (Lcl) - 1510 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		1	0	0	0
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - I.C.A.-BRASOV IS-29D
Landing Gear - HULL
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 25.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 6000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SILVERWOOD
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE

GLIDER

Age - 50
Biennial Flight Review
Current - NO
Months Since - 99
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL
Flight Time (Hours)

Total	- 71	Last 24 Hrs	- UNK/NR
Make/Model-	1	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT WAS ON THIRD FLT IN MAKE/MODEL. WITNESS STATED APPROACH WAS TOO LOW AND SLOW TO MAKE AIRPORT. ACFT MADE A TURN TO THE LEFT AND THEN TO THE RIGHT. WING DROPPED AND ACFT ENTERED STALL/SPIN TO THE RIGHT AND CONTINUED ROTATION TO THE GROUND.

Brief of Accident (Continued)

File No. - 434

6/26/88

ATHOL, ID

A/C Reg. No. N91419

Time (Lc1) - 1510 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Finding(s)

1. PLANNED APPROACH - POOR - PILOT IN COMMAND
 2. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 438 7/23/88 COEUR D'ALENE, ID A/C Reg. No. N8109B Time (Lcl) - 1145 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	1	0
Pass	0	0	0	1	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - CLIMB

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - CONTINENTAL D-300-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/003 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 25000 FT THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
COEUR D'ALENE, ID
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE, MILITARY
SE LAND, ME LAND

Age - 64
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 6500	Last 24 Hrs	- 2
Make/Model	- 150	Last 30 Days	- 20
Instrument	- 800	Last 90 Days	- 30
Multi-Eng	- 2500	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LOW PASS OVER INTENDED LANDING AREA, ACFT WOULD NOT OUTCLIMB RISING TERRAIN IN CANYON. PLT MUSHED INTO BRUSHY CLEARCUT AREA RATHER THAN COLLIDE WITH ROUGH TERRAIN. PLT REPORT STATED FINDING OF LOW COMPRESSION ON 3 CYLS. DENSITY ALTITUDE ESTIMATED AT 6500 FT.

Brief of Accident (Continued)

File No. - 438

7/23/88

COEUR D'ALENE, ID

A/C Reg. No. N8109B

Time (Lcl) - 1145 PDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation CLIMB

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. ENGINE ASSEMBLY, CYLINDER - LOW COMPRESSION
4. WEATHER CONDITION - HIGH DENSITY ALTITUDE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 595 8/06/88 HALLEY, ID A/C Reg. No. N3PH Time (Lcl) - 1855 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-LANDING		Pass 0	0	0	1

-----Aircraft Information-----

Make/Model - BEECH K-35	Eng Make/Model - CONTINENTAL IO-470-C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 250 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NWS</p> <p>Method - TELEPHONE</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 290/007 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - 9000 FT SCATTERED</p> <p>Lowest Ceiling - 15000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point OAKLAND, CA</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - STRAIGHT-IN FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data FRIEDMAN MEMORIAL</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, ME LAND, SE SEA</p>	<p>Age - 62</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 22</p> <p>Aircraft Type - B-95</p>	<p>Medical Certificate - EXPIRED</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 1764</td> <td>Last 24 Hrs - 4</td> </tr> <tr> <td>Make/Model- 160</td> <td>Last 30 Days- 4</td> </tr> <tr> <td>Instrument- 210</td> <td>Last 90 Days- 8</td> </tr> <tr> <td>Multi-Eng - 506</td> <td></td> </tr> </table>	Total - 1764	Last 24 Hrs - 4	Make/Model- 160	Last 30 Days- 4	Instrument- 210	Last 90 Days- 8	Multi-Eng - 506	
Total - 1764	Last 24 Hrs - 4									
Make/Model- 160	Last 30 Days- 4									
Instrument- 210	Last 90 Days- 8									
Multi-Eng - 506										

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ENGINE PWR LOSS OCCURRED APPROACHING DESTINATION ABOUT 2000 FT AGL. PLT SWITCHED FUEL AND ATTEMPTED RESTART BUT FAILED TO UTILIZE PROPER PROCEDURES. ACFT COLLIDED WITH WIRE FENCE HIDDEN IN TALL VEGETATION ON CHOSEN FORCED LNDG SITE. INVESTIGATION REVEALED LEFT FUEL TANK, IN OPERATION AT PWR LOSS, WAS BELOW USABLE LEVEL. RIGHT TANK LEVEL WAS FOUND NEAR UNUSABLE FUEL LEVEL. AUX TANKS WERE NEAR FULL.

Brief of Accident (Continued)

File No. - 595

8/06/88

HALLEY, ID

A/C Reg. No. N3PH

Time (Lc1) - 1855 MDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND
 2. FLUID, FUEL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
-

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - FENCE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 482 2/23/88 KANKAKEE, IL A/C Reg. No. N4917K Time (Lcl) - 1800 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -EXECUTIVE/CORPORATE	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -DESCENT			0	0	1
			0	0	0

-----Aircraft Information-----

Make/Model - CESSNA T210N	Eng Make/Model - CONTINENTAL TS10-520-D	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 270/016 KTS</p> <p>Visibility - 4.000 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 2500 FT BROKEN</p> <p>Obstructions to Vision- BLOWING SNOW</p> <p>Precipitation - SNOW SHOWER</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point CHICAGO, IL</p> <p>Destination ST. LOUIS, MO</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - VISUAL</p> <p style="text-align: center;">FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>GREATER KANKAKEE</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - SNOW - WET</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, ME LAND</p>	<p>Age - 54</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 9</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1437</p> <p>Make/Model- UNK/NR</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 15</p> <p>Rotorcraft - UNK/NR</p>
--	--	--

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS ENROUTE TO ST. LOUIS, MO, ON AN IFR FLIGHT PLAN WHEN HE NOTICED A LOSS OF OIL PRESSURE AND DECIDED TO LAND AT A NEARBY AIRPORT. ALTHOUGH THE PILOT DID NOT DECLARE AN EMERGENCY HE WAS GIVEN VECTORS TO THE AIRPORT BY AN ARTCC CONTROLLER. THE PILOT TOLD THE CONTROLLER THAT THE AIRCRAFT'S ENGINE WAS STILL RUNNING. THE PILOT THEN MADE A VISUAL APPROACH TO THE AIRPORT AND APPROXIMATELY 1/2 MILE EAST OF THE AIRPORT THE ENGINE QUIT. ALTITUDE AND AIRSPEED WERE NOT SUFFICIENT ENOUGH FOR THE AIRCRAFT TO MAKE THE AIRPORT. THE AIRCRAFT SUBSEQUENTLY COLLIDED SOME TREES BEFORE IMPACTING THE TERRAIN IN AN OPEN FIELD. INVESTIGATION REVEALED THE NO.3 ENGINE CYLINDER HAD SEPARATED AT ITS BASE DUE TO FATIGUE CRACKS.

Brief of Accident (Continued)

File No. - 482

2/23/88

KANKAKEE,IL

A/C Reg. No. N4917K

Time (Lcl) - 1800 CST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation APPROACH

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - FATIGUE
2. ENGINE ASSEMBLY,CYLINDER - SEPARATION
3. FLUID,OIL - LOSS,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND
5. PLANNED APPROACH - POOR - PILOT IN COMMAND
6. WEATHER CONDITION - SNOW
7. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 471 3/26/88 SALEM, IL A/C Reg. No. N96010 Time (Lcl) - 1013 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-N2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	VINCENNES, IN	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SALEM, IL	SALEM/LECKRONE
Wind Dir/Speed- 290/016 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3900/ 75
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - GO AROUND	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 18	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 54
	Months Since - N/A	Last 24 Hrs - 3
	Aircraft Type - N/A	Make/Model- 46
		Instrument- 7
		Last 30 Days- UNK/NR
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ATTEMPTING TO LAND WITH A QUARTERING TAILWIND, THE STUDENT EXPERIENCED A LOSS OF DIRECTIONAL CONTROL AND ELECTED TO GO-AROUND. ON CLIMBOUT HE WAS UNABLE TO MAINTAIN THE PROPER RATE OF CLIMB, AND ONCE OUT OF GROUND EFFECT THE AIRCRAFT STARTED TO DESCEND. THE PILOT EXECUTED A FORCED LANDING INTO A SNOW COVERED, PLOWED FIELD. THE AIRCRAFT STRUCK A DITCH AND NOSED OVER.

Brief of Accident (Continued)

File No. - 471

3/26/88

SALEM, IL

A/C Reg. No. N96010

Time (Lcl) - 1013 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - ABORTED
1. GO-AROUND - DELAYED - PILOT IN COMMAND
2. WEATHER CONDITION - TAILWIND
3. AIRSPEED - INADEQUATE - PILOT IN COMMAND
4. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
5. TERRAIN CONDITION - DITCH
6. TERRAIN CONDITION - SNOW COVERED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 470 4/06/88 CHAMPAIGN,IL A/C Reg. No. N64508 Time (Lcl) - 1256 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL			Injuries	
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -TAXI			0	0	0
					None
					1
					1

-----Aircraft Information-----

Make/Model - CESSNA 172M	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAGINAW,MI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	DEXTER,MO	WILLARD
Wind Dir/Speed- 320/032 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 8.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 8100/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - 2000 FT OVERCAST	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1984
SE LAND	Months Since - 2	Make/Model- 1984
	Aircraft Type - UNK/NR	Instrument- 392
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 18

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT HAD JUST LANDED AT THE AIRPORT FOR REFUELING AND WAS INSTRUCTED BY THE TOWER TO DO A 180 DEGREE TURN ON THE RUNWAY AND THEN MAKE A LEFT TURN ON THE FIRST TAXIWAY. THE PILOT EXECUTED THE 180 DEGREE TURN AND WHILE ATTEMPTING TO TURN LEFT (CROSSWIND) ONTO THE TAXIWAY, DID NOT SUFFICIENTLY COMPENSATE FOR THE EXISTING WIND CONDITIONS AND AS A RESULT THE AIRCRAFT WAS "BLOWN" OVER ONTO ITS BACK.

Brief of Accident (Continued)

File No. - 470

4/06/88

CHAMPAIGN, IL

A/C Reg. No. N64508

Time (Lcl) - 1256 CDT

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - HIGH WIND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. WEATHER CONDITION - GUSTS
 4. WEATHER CONDITION - CROSSWIND
-

Occurrence #2 NOSE OVER
Phase of Operation TAXI - FROM LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2.

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 468 5/11/88 NAUV00,IL A/C Reg. No. N757ZY Time (Lcl) - 2000 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0
Accident Occurred During -APPROACH			0	0	1
					0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 140/009 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 25000 FT SCATTERED Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point CARTHAGE,IL Destination NIOTA,IL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE	Airport Proximity OFF AIRPORT/STRIP Airport Data PRIVATE AIRSTRIIP Runway Ident - N/A Runway Lth/Wid - 1700/ 50 Runway Surface - DIRT Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 28 Biennial Flight Review Current - YES Months Since - 8 Aircraft Type - C-172	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 143 Make/Model- 3 Instrument- 1 Last 24 Hrs - UNK/NR Last 30 Days- UNK/NR Last 90 Days- UNK/NR
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS MAKING A "FAST LOW APPROACH" TO A PRIVATE AIRSTRIIP NEAR HIS HOME WHEN HE REALIZED HE WAS COMING TOO CLOSE TO A ROW OF TREES. THE PILOT STATED HE BECAME SO PREOCCUPIED WITH TRYING NOT TO HIT THE TREES THAT HE DID NOT NOTICE HOW CLOSE THE AIRCRAFT WAS GETTING TO THE GROUND. AS A RESULT, THE AIRCRAFT IMPACTED THE RISING TERRAIN APPROXIMATELY 600 FEET WEST OF THE AIRSTRIIP.

Brief of Accident (Continued)

File No. - 468

5/11/88

NAUV00,IL

A/C Reg. No. N757ZY

Time (Lcl) - 2000 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. TERRAIN CONDITION - RISING
 2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 3. DIVERTED ATTENTION - PILOT IN COMMAND
 4. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 479 5/29/88 AURORA, IL A/C Reg. No. N736AF Time (Lcl) - 1110 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	3

-----Aircraft Information-----

Make/Model - CESSNA R172K	Eng Make/Model - CONTINENTAL IO-360-K	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 195 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - PATWAS</p> <p>Method - TELEPHONE</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 230/012 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point MILWAUKEE, WI</p> <p>Destination AURORA, IL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data AURORA MUNI</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 5099/ 100</p> <p>Runway Surface - CONCRETE</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 41</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 8</p> <p>Aircraft Type - C-177</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 115</td> <td>Last 24 Hrs - 1</td> </tr> <tr> <td>Make/Model- 33</td> <td>Last 30 Days- 7</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 22</td> </tr> </table>	Total - 115	Last 24 Hrs - 1	Make/Model- 33	Last 30 Days- 7	Instrument- 0	Last 90 Days- 22
Total - 115	Last 24 Hrs - 1							
Make/Model- 33	Last 30 Days- 7							
Instrument- 0	Last 90 Days- 22							

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SAID THAT ON FINAL APCH, "A RAPID DESCENT TOOK PLACE." THE AIRCRAFT TOUCHED DOWN ON THE RWY AND BOUNCED. THE PILOT SAID HE ADDED PWR AND LOWERED THE NOSE, BUT THE NOSE GEAR AND PROPELLER HIT THE RWY. THE ACFT BOUNCED AGAIN AND SUSTAINED SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 479

5/29/88

AURORA,IL

A/C Reg. No. N736AF

Time (Lcl) - 1110 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 483 3/01/88 CRANE, IN A/C Reg. No. N66452 Time (Lcl) - 1904 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - INSTRUCTIONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL
Fire - NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL D-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 225/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
BRAZIL, IN
Destination
FRENCH LICK, IN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - CONCRETE
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP
PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 35
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	39	Last 24 Hrs	-	2
Make/Model	-	27	Last 30 Days	-	UNK/NR
Instrument	-	13	Last 90 Days	-	2

Instrument Rating(s) - NONE

-----Narrative-----

N66452, COLLIDED WITH A STREET SIGNPOST AT THE CRANE NAVAL DEPOT, CRANE, IN, DURING LANDING ROLL AFTER A PRECAUTIONARY EMERGENCY LANDING. THE RIGHT WING OF THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED. THE STUDENT WAS ON THE RETURN LEG OF A TWO-LEG SOLO CROSS COUNTRY FLIGHT. HE BECAME LOST DURING THE FLIGHT, AND DECIDED TO EXECUTE A PRECAUTIONARY LANDING DUE TO LOW FUEL AND IMPENDING DARKNESS.

Brief of Accident (Continued)

File No. - 483

3/01/88

CRANE, IN

A/C Reg. No. N66452

Time (Lc1) - 1904 EST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - ROADWAY/HIGHWAY
2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
4. LIGHT CONDITION - DUSK
5. FLUID, FUEL - LOW LEVEL
6. OBJECT - SIGN
7. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
8. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
9. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
10. INADEQUATE TRAINING - FLIGHT INSTRUCTOR(ON GROUND)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,8,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 410 5/05/88 LAKE VILLAGE, IN A/C Reg. No. N55552 Time (Lc1) - 1900 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -GO-AROUND (VFR)					

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	LANSING, IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LAKE VILLAGE
Wind Dir/Speed- 360/003 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2480/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 68	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 311
SE LAND	Months Since - 7	Last 24 Hrs - 1
	Aircraft Type - PA-28	Make/Model- 311
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD LANDED LONG AND, REALIZING HE WOULD NOT STOP BEFORE RUNNING OFF THE RUNWAY, ATTEMPTED A GO-AROUND. THE PILOT STATED HE HAD ONE NOTCH OF FLAPS DOWN, APPROXIMATELY 10 DEGREES, AND AFTER ADDING FULL POWER ATTEMPTED TO LIFT-OFF. THE AIRCRAFT RAN OFF THE END OF THE RUNWAY, COLLIDED WITH A FENCE, AND CAME TO REST IN AN OPEN FIELD.

Brief of Accident (Continued)

File No. - 410

5/05/88

LAKE VILLAGE, IN

A/C Reg. No. N55552

Time (Lc1) - 1900 EDT

Occurrence #1 OVERRUN

Phase of Operation LANDING - ABORTED

Finding(s)

1. OBJECT - FENCE
 2. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
 3. GO-AROUND - DELAYED - PILOT IN COMMAND
 4. DISTANCE - MISJUDGED - PILOT IN COMMAND
 5. AIRSPEED - IMPROPER - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 476 5/27/88 GARY, IN

A/C Reg. No. N5658G

Time (Lcl) - 1105 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 150K
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 240/008 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 20000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LANSING, IL
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 31
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 128	Last 24 Hrs -	1
Make/Model-	88	Last 30 Days-	1
Instrument-	2	Last 90 Days-	2

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON THE RETURN LEG OF A LOCAL FLIGHT, THE PILOT WAS FLYING AT 150' ABOVE THE WATER ALONG THE SHORELINE. THE PILOT'S ATTENTION WAS DIVERTED FROM THE TASK OF FLYING THE AIRPLANE BY NAVIGATION DUTIES (THE FREQUENCY, AND ADJUSTMENT, AND TUNING OF THE VOR), AND SUFFICIENT VISUAL LOOKOUT WAS NOT MAINTAINED. THE AIRCRAFT ENTERED AN UNNOTICED GRADUAL DESCENT, STRUCK THE WATER AND SANK.

Brief of Accident (Continued)

File No. - 476

5/27/88

GARY, IN

A/C Reg. No. N5658G

Time (Lc1) - 1105 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT

Finding(s)

1. TERRAIN CONDITION - WATER
 2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 3. DESCENT - INADVERTENT - PILOT IN COMMAND
 4. DIVERTED ATTENTION - PILOT IN COMMAND
 5. LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 566 1/19/88 HICKMAN,KY A/C Reg. No. N915TW Time (Lc1) - 1307 EST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-TRANS WORLD AIRLINES, INC	NONE					
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	0	Serious	0
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	1	Minor	1
Accident Occurred During	-CRUISE						None
							5
							90

-----Aircraft Information-----

Make/Model	- DOUGLAS DC-9-82	Eng Make/Model	- P&W JT8D-217	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 145300	Engine Type	- TURBOFAN		
No. of Seats	- 150	Rated Power	- 20850 LBS THRUST		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point		OFF AIRPORT/STRIP	
Method	- IN PERSON	ST LOUIS,MO			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- IMC	FORT MYERS,FL			
Wind Dir/Speed	- 080/008 KTS			Runway Ident	- N/A
Visibility	- 4.000 SM	ATC/Airspace		Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- UNK/NR	Type of Flight Plan	- IFR	Runway Surface	- N/A
Lowest Ceiling	- 800 FT BROKEN	Type of Clearance	- IFR	Runway Status	- N/A
Obstructions to Vision	- FOG	Type Apch/Lndg	- NONE		
Precipitation	- RAIN				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 7966	Last 24 Hrs - UNK/NR
ME LAND	Months Since - 2	Make/Model - 2935	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CAPT LEFT THE SEAT BELT SIGN ON AFTER TAKEOFF. THE FLIGHT ATTENDANTS MADE A FOLLOWUP ANNOUNCEMENT FOR THE PASSENGERS TO REMAIN SEATED AND KEEP THEIR SEATBELTS FASTENED DUE TO THE TURBULENCE THEY WERE ENCOUNTERING. A PASSENGER ELECTED TO GET UP FROM HER SEAT AND GO TO THE AFT LAVATORY. AS THE PASSENGER WAS LEAVING THE AFT LAVATORY THE AIRCRAFT ENCOUNTERED MODERATE TURBULENCE. THE PASSENGER AND A FLIGHT ATTENDANT WHO WAS ATTEMPTING TO ASSIST HER WERE THROWN TO THE FLOOR AND RECEIVED INJURIES.

Brief of Accident (Continued)

File No. - 566

1/19/88

HICKMAN,KY

A/C Reg. No. N915TW

Time (Lc1) - 1307 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. SEAT BELT SIGN - SELECTED - PILOT IN COMMAND
2. INSTRUCTIONS,WRITTEN/VERBAL - NOT FOLLOWED - PASSENGER
3. WEATHER CONDITION - TURBULENCE
4. SEAT BELT - IMPROPER USE OF - PASSENGER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 449 3/04/88 BOW,KY

A/C Reg. No. N2929R

Time (Lcl) - 2015 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	1	0	0	0	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire
ON GROUND

-----Aircraft Information-----

Make/Model - BEECH A36
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-BA
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 340/010 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 1300 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - UNK/NR
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
ISLIP,NY
Destination
NASHVILLE,TN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 51
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1100
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT HAD RECEIVED TWO WEATHER BRIEFINGS. IN BOTH, HE WAS ADVISED OF FORECAST AND KNOWN ICING CONDITIONS. THE PILOT REPORTED ICE BUILD-UP TO ATC. AFTERWARD HE REQUESTED NO FURTHER ASSISTANCE FROM ATC TO LOCATE A SUITABLE LANDING AREA. WRECKAGE EXAMINATION FAILED TO DISCLOSE ANY AIRPLANE PROBLEM. THE WEATHER AT THE DESTINATION AIRPORT WAS VMC WITH TEMPERATURE 37 DEGREES FAHRENHEIT.

Brief of Accident (Continued)

File No. - 449

3/04/88

BOW,KY

A/C Reg. No. N2929R

Time (Lc1) - 2015 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
2. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
3. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)

5. WING - ICE

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED
6. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 469 4/17/88 PINCONNING, MI A/C Reg. No. N6126G Time (Lcl) - 0830 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
0 0

None
1
1

-----Aircraft Information-----

Make/Model - CESSNA 150K
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 230/014 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MAPLE RAPIDS, MI
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
GO AROUND

Airport Proximity
ON AIRPORT

Airport Data

GROSS
Runway Ident - 27
Runway Lth/Wid - 2530/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 37
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 80 Last 24 Hrs - 1
Make/Model- 80 Last 30 Days- UNK/NR
Instrument- 3 Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE COLLIDED WITH A HANGAR AND A TREE DURING AN ATTEMPTED GO-AROUND AT GROSS AIRPORT. THE PILOT STATED THAT HE FLARED TOO HIGH AND FAILED TO CORRECT THE LEFT YAW WHEN HE ADDED POWER. THE RESULTANT FLIGHT PATH WAS DIRECTLY INTO TREES WHICH HE FELT HE WOULD NOT HAVE CLEARED, SO HE PUSHED THE NOSE OVER, IMPACTED THE GROUND COLLAPSING THE NOSE GEAR, AND SLID 20 TO 30 FEET. THE LEFT WING STRUCK THE CORNER OF A HANGAR, AND THE RIGHT WING STRUCK A TREE.

Brief of Accident (Continued)

File No. - 469

4/17/88

PINCONNING, MI

A/C Reg. No. N6126G

Time (Lc1) - 0830 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation GO-AROUND (VFR)

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
5. GO-AROUND - DELAYED - PILOT IN COMMAND
6. MANEUVER - INTENTIONAL - PILOT IN COMMAND
7. OBJECT - TREE(S)

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

8. OBJECT - BUILDING(NONRESIDENTIAL)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5,6

Factor(s) relating to this accident is/are finding(s) 2,3,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 475 5/07/88 SAULT STE MARIE, MI A/C Reg. No. N15372 Time (Lcl) - 0930 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAXI - TO TAKEOFF

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-28-140

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2150

No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E3D

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 140/014 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 25000 FT THIN OVC

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

SAULT STE MARIE MUNICIPAL

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 40

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 33

Make/Model- 32

Instrument- 0

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAXI FOR TAKE-OFF, THE STUDENT PILOT ATTEMPTED TO APPLY BRAKES AS HE NEARED THE END OF THE RUNWAY. AS THE AIRCRAFT VEERED TO THE LEFT, HE NOTED THAT HIS RIGHT FOOT WAS NOT ON THE BRAKE PEDAL. THE AIRCRAFT LEFT THE TAXIWAY AND STRUCK A FIRE HYDRANT, SUSTAINING SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 475

5/07/88

SAULT STE MARIE, MI

A/C. Reg. No. N15372

Time (Lcl) - 0930 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
3. INATTENTIVE - PILOT IN COMMAND
4. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 407 5/26/88 PLAINWELL, MI A/C Reg. No. N20389 Time (Lcl) - 2200 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING - FLARE/TOUCHDOWN					

-----Aircraft Information-----

Make/Model - CESSNA 172M	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	OSTEGO-PLAINWELL MUNI
Wind Dir/Speed- 240/007 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 20000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
UNK/NR	Current - UNK/NR	Total - UNK/NR
	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

DURING AN UNAUTHORIZED FLIGHT OF UNKNOWN DURATION, BY PERSON(S) UNKNOWN, AIRCRAFT CONTROL WAS NOT MAINTAINED. THE AIRCRAFT WAS OBSERVED BY A WITNESS TO "WOBBLE" AS IT APPROACHED THE RUNWAY. THE WITNESS THEN SAW THE AIRCRAFT "CRASH" INTO THE GRASS AT THE LEFT SIDE OF THE APPROACH END OF THE RUNWAY. THE PILOT/OCCUPANT(S) OF THE AIRCRAFT HAD ABANDONED IT BY THE TIME POLICE AND THE WITNESS ARRIVED ON THE SCENE. POLICE INVESTIGATION CONTINUES. INJURY INDEX PRESUMED.

Brief of Accident (Continued)

File No. - 407

5/26/88

PLAINWELL,MI

A/C Reg. No. N20389

Time (Lc1) - 2200 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 474 4/28/88 MILACA, MN A/C Reg. No. N6042E Time (Lc1) - 1930 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- BEECH K35	Eng Make/Model	- CONTINENTAL IO-470-C	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2950	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 250 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 280/004 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point BRAINERD, MN</p> <p>Destination EDEN PRAIRIE, MN</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data MILACA MUNI</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 67	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2056
SE LAND, SE SEA	Months Since - 20	Make/Model- 1140
	Aircraft Type - UNK/NR	Instrument- 473
		Last 24 Hrs - 15
		Last 30 Days- UNK/NR
		Last 90 Days- 69

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS IN CRUISE FLIGHT WHEN HE EXPERIENCED AN ELECTRICAL FAILURE AND DECIDED TO MAKE A PRECAUTIONARY LANDING AT THE NEAREST AIRPORT. SHORTLY AFTER THE GEAR WAS CRANKED DOWN THE AIRCRAFT LOST ENGINE POWER. THE PILOT MADE A EMERGENCY LANDING, SHORT OF THE AIRPORT, IN AN OPEN FIELD. DURING THE LANDING ROLL THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT AND THE RIGHT MAIN LANDING GEAR COLLAPSED, DAMAGING THE RIGHT WING OF THE AIRCRAFT. BOTH THE ELECTRICAL SYSTEM AND ENGINE WERE EXAMINED AND TESTED WITH NO MALFUNCTIONS OR ABNORMALITIES DISCOVERED.

Brief of Accident (Continued)

File No. - 474

4/28/88

MILACA, MN

A/C Reg. No. N6042E

Time (Lcl) - 1930 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ELECTRICAL SYSTEM - FAILURE, TOTAL
2. ELECTRICAL SYSTEM - UNDETERMINED

Occurrence #2 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

3. POWERPLANT - UNDETERMINED

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. LANDING GEAR, MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 500 5/07/88 MINNEAPOLIS,MN A/C Reg. No. N9487F Time (Lcl) - 1225 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -BUSINESS	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	1	1
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - HUGHES 269B	Eng Make/Model - LYCOMING H10-360-A1A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1670	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 3	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BEHTEL COLLEGE,MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 150/017 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1543
SE LAND,ME LAND,SE SEA	Months Since - 20	Last 24 Hrs - 1
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 542
		Last 30 Days- UNK/NR
		Instrument- 145
		Last 90 Days- 31
		Multi-Eng - 68
		Rotorcraft - 661

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS EXECUTING A DOWNWIND TAKEOFF, THE WINDS REPORTEDLY GUSTING TO 25 KNOTS, LOADED WITH TWO PASSENGERS, WHEN JUST AFTER TAKEOFF THE PILOT STATED THE HELICOPTER EXPERIENCED A LOSS OF POWER. THE PILOT THEN ATTEMPTED TO EXECUTE AN AUTOROTATION, BUT DURING THE EMERGENCY DESCENT THE PILOT WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL. AS A RESULT THE HELICOPTER STRUCK A MOVING VEHICLE WITH ITS TAIL ROTOR AND SUBSEQUENTLY COLLIDED WITH THE TERRAIN. THE HELICOPTER WAS APPROXIMATELY 130 LBS UNDER GROSS WT AT THE TIME OF TAKEOFF. WHEN EXAMINED AND TESTED THE ENGINE OPERATED NORMALLY AND NO MECHANICAL MALFUNCTIONS WERE FOUND. EXAMINATION OF THE ENGINE DID REVEAL THAT A FUEL NOZZLE HAD BEEN INSTALLED IN THE AIRCRAFT'S FUEL SYSTEM WITH A RESTRICTOR MISSING BUT TO COMPENSATE FOR THE MISSING RESTRICTOR THE FUEL SERVO IDLE MIXTURE WAS SET AT A VERY LEAN SETTING. THIS WAS DETERMINED NOT TO BE A FACTOR IN THE ACCIDENT.

Brief of Accident (Continued)

File No. - 500

5/07/88

MINNEAPOLIS, MN

A/C Reg. No. N9487F

Time (Lcl) - 1225 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - TAILWIND
3. WEATHER CONDITION - GUSTS
4. WIND INFORMATION - DISREGARDED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. AUTOROTATION - INITIATED - PILOT IN COMMAND
6. ADEQUATE ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. TERRAIN CONDITION - GRASS
8. TERRAIN CONDITION - DOWNHILL
9. OBJECT - VEHICLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,6

Factor(s) relating to this accident is/are finding(s) 2,3,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 480 6/09/88 FAIRMONT, MN A/C Reg. No. N5317K Time (Lc1) - 1300 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELETYPE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 060/011 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ST. PAUL, MN
Destination
FAIRMONT, MN

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

FAIRMONT MUNICIPAL
Runway Ident - 20
Runway Lth/Wid - 3300/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 19
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 45 Last 24 Hrs - UNK/NR
Make/Model- 45 Last 30 Days- UNK/NR
Instrument- 1 Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ATTEMPTING TO LAND. JUST PRIOR TO TOUCHDOWN A GUST OF WIND PUSHED THE AIRCRAFT TO THE LEFT OF THE RUNWAY. THE PILOT WAS UNABLE TO MAINTAIN CONTROL OF THE AIRCRAFT RESULTING IN THE AIRCRAFT ENCOUNTERING A STALL AND COLLIDING WITH THE RUNWAY. THE PILOT STATED HE WAS LANDING TO THE NORTHEAST ON RUNWAY 02, BUT PROP AND SKID MARKS ON THE RUNWAY INDICATE THE PILOT WAS ATTEMPTING TO LAND THE AIRCRAFT ON RUNWAY 20. THE WINDS AT THE TIME OF THE ACCIDENT WERE FROM THE NORTHEAST AT 11 KNOTS GUSTING TO 16 KNOTS.

Brief of Accident (Continued)

File No. - 480

6/09/88

FAIRMONT, MN

A/C Reg. No. N5317K

Time (Lcl) - 1300 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
4. WEATHER CONDITION - GUSTS
5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,6

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 481 6/19/88 WARROAD, MN A/C Reg. No. N49771 Time (Lcl) - 1940 CDT

-----Basic Information-----

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-WARROAD AIRWAYS	SUBSTANTIAL					
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1
Accident Occurred During	-TAXI					2	1

-----Aircraft Information-----

Make/Model	- DEHAVILLAND DHC2-MK I	Eng Make/Model	- P&W R-985	ELT Installed/Activated	- YES/NO
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 5100	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 8	Rated Power	- 450 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	OAK ISLAND, MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	WARROAD SEAPLANE BASE
Wind Dir/Speed- 310/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - WATER-CALM
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2771
SE LAND, SE SEA	Months Since - 1	Make/Model- 42
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 34
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 110
		Rotorcraft - 93

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DECIDED TO LAND IN THE LAKE APPROXIMATELY 1000 YDS FROM THE SEA PLANE BASE AND WAS ATTEMPTING A STEP-TAXI BACK TO THE BASE WHEN THE ACFT STRUCK A SAND BAR. THE PILOT STATED THAT HE WAS TAXIING NEAR TALL GRASS WHERE HE THOUGHT THE WATER WAS DEEP ENOUGH TO TAXI ON, WHEN THE AIRCRAFT STRUCK THE SAND BAR. THE PILOT DID NOT NOTICE THE SAND BAR PRIOR TO BEGINNING HIS TAXI. AFTER THE AIRCRAFT STRUCK THE SAND BAR IT NOSED OVER TO AN INVERTED ATTITUDE IN THE WATER.

Brief of Accident (Continued)

File No. - 481

6/19/88

WARROAD, MN

A/C Reg. No. N49771

Time (Lcl) - 1940 CDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. TERRAIN CONDITION - SAND BAR
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation TAXI - FROM LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 492 2/21/88 NIXA, MO A/C Reg. No. N7735 Time (Lcl) - 1400 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	1	0	0
Accident Occurred During -DESCENT			0	0	0

-----Aircraft Information-----

Make/Model - BELL 47D1	Eng Make/Model - FRANKLIN 6V-335-A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 210 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PRIVATE STRIP
Wind Dir/Speed- 250/013 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 150
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - SOFT
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - UNK/NR	Total - 900
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - HELICOPTER

-----Narrative-----

DURING THE PROCESS OF MOVING THE HELICOPTER FROM THE HANGAR THE RIGHT SKID SLIPPED OFF THE CONCRETE HELIPAD AND BECAME STUCK IN THE MUD. THE PILOT ATTEMPTED TO DISLodge THE SKID BY BRINGING THE AIRCRAFT TO A HOVER. THE LEFT SKID BECAME AIRBORNE AND CONTACTED THE PAD SEVERAL TIMES ACCORDING TO A WITNESS. AS THE SKID BECAME DISLODGED THE PILOT LOST CONTROL OF THE AIRCRAFT, THE AIRCRAFT ROLLED AND CONTACTED THE TERRAIN. THE AIRCRAFT CAME TO REST ON ITS RIGHT SIDE. THE AIRCRAFT WAS DESTROYED BY IMPACT AND POST-IMPACT FIRE.

Brief of Accident (Continued)

File No. - 492

2/21/88

NIXA,MO

A/C Reg. No. N7735

Time (Lcl) - 1400 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF

Finding(s)

1. LANDING GEAR,SKID ASSEMBLY - MOVEMENT RESTRICTED
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
4. VERTICAL TAKEOFF - IMPROPER - PILOT IN COMMAND

Occurrence #2 ROLL OVER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 598 3/25/88 PRESTON, MO A/C Reg. No. N4712D Time (Lcl) - 1440 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- 240/012 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 4500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

COLUMBIA, MO

Destination

SPRINGFIELD, MO

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - VFR

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 29

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 40 Last 24 Hrs - 0

Make/Model- 40 Last 30 Days- UNK/NR

Instrument- 1 Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON THE SECOND LEG OF A X-COUNTRY TRNG FLT WHEN THE ENG QUIT. EXAM OF THE ACFT FUEL SYSTEM REVEALED THAT NO FUEL WAS PRESENT. THE PILOT DEPARTED THE ORIGINAL DEPARTURE ARPT WITHOUT A FULL LOAD OF FUEL, AND HAD PLANNED TO ACQUIRE FUEL AT THE SECOND OF TWO PLANNED STOPS. THE PILOT STATED HE VISUALLY CHKD FUEL BEFORE COMMENCING THE FLT, BUT THAT HE DID NOT CONFIRM IF THE FUEL QUANTITY PRESENT IN THE TANKS WAS SUFFICIENT FOR THE PROPOSED TRNG FLT. THE ACFT CRASHED INTO A FLD 40 MILES SHORT OF HIS PROPOSED FUELING STOP.

Brief of Accident (Continued)

File No. - 598

3/25/88

PRESTON, MO

A/C Reg. No. N4712D

Time (Lc1) - 1440 CST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. REFUELING - DELAYED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation CRUISE - NORMAL

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 511 6/12/88 CARTHAGE, MS A/C Reg. No. N50945 Time (Lcl) - 1928 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - CESSNA 150J	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 120/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 460
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 260
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A PERSONAL FLT, DURING THE UPWIND LEG AFTER COMPLETION OF THE SECOND TOUCH-AND-GO LANDING, THE PLT REPORTED THAT THE ENG SPUTTERED. HE THEN TURNED CROSSWIND & ATTEMPTED TO LAND ON A SECTION OF ROAD UNDER CONSTRUCTION. SHORTLY BEFORE TOUCHDOWN A VEHICLE PULLED ONTO THE ROAD. THE PLT ADDED FULL POWER & STARTED TO CLIMB WHEN THE ACFT COLLIDED WITH UNMARKED TRANSMISSION LINES. HE THEN LANDED THE ACFT ON THE ROAD WITH NO FURTHER INCIDENT. HE ALSO STATED THAT THE ENG OPERATED NORMALLY AFTER ADDING FULL POWER. NO MALFUNCTIONS WERE NOTED FOR ENGINE OPERATION. HOWEVER, THE ACFT WAS USING AUTO FUEL AND THE OUTSIDE TEMP WAS NEAR 85 DEGREES.

Brief of Accident (Continued)

File No. - 511

6/12/88

CARTHAGE, MS

A/C Reg. No. N50945

Time (Lcl) - 1928 CDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FUEL SYSTEM - OVERTEMPERATURE
 3. ACFT/EQUIP, INADEQUATE HANDLING/PERF CAPABILITIES - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation GO-AROUND (VFR)

Finding(s)

4. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
 5. OBJECT - VEHICLE
 6. OBJECT - WIRE, TRANSMISSION
 7. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 418 6/15/88 BENOIT,MS A/C Reg. No. N73947 Time (Lc1) - 0710 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	Serious 1	Minor 0	None 0
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - BELL 47G3B-1	Eng Make/Model - LYCOMING TVO-435-B1B	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 270 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 13000
SE LAND	Months Since - 7	Make/Model- 1800
HELICOPTER	Aircraft Type - C-172	Instrument- UNK/NR
		Multi-Eng - 10
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 4000

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE PLT SAID THE ENGINE MISFIRED THREE TIMES DURING TAKEOFF AND LOST PARTIAL POWER. THE HELICOPTER SETTLED INTO A RICE FIELD AND THE DAMAGED SPRAY BOOMS BECAME ENTANGLED. THE HELICOPTER NOSED OVER IN THE HIGH VEGETATION. THE PLT STATED THE ENGINE ACCELERATED AND SHUTDOWN AS THE AIRCRAFT CAME TO REST INVERTED. EXAMINATION OF THE CARBURETOR BOWL REVEALED RUST. TWO 1/4 INCH PARTICLES OF RUST WERE LYING IN THE BOTTOM OF THE BOWL. NO WATER WAS FOUND IN THE ENGINE OR FUEL SYSTEM.

Brief of Accident (Continued)

File No. - 418

6/15/88

BENOIT, MS

A/C Reg. No. N73947

Time (Lcl) - 0710 CDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM,CARBURETOR - CORRODED
2. FUEL SYSTEM,CARBURETOR - CONTAMINATION
3. FUEL SYSTEM,CARBURETOR - BLOCKED(PARTIAL)

Occurrence #2 HARD LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND
5. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. TERRAIN CONDITION - HIGH VEGETATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 516 6/19/88 COLDWATER,MS A/C Reg. No. N95056 Time (Lcl) - 1830 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	1	0
Pass	0	0	0	0	0

Type of Operation -INSTRUCTIONAL

Fire
NONE

Flight Conducted Under -14 CFR 91

Accident Occurred During -GO-AROUND (VFR)

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-N2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 170/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
OLIVE BRANCH,MS
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - DIRT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 31

Biennial Flight Review

Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 43	Last 24 Hrs	- 2
Make/Model-	43	Last 30 Days-	9
Instrument-	0	Last 90 Days-	14

Instrument Rating(s) - NONE

-----Narrative-----

THE PHYSICIAN STUDENT PLT MADE 3 ATTEMPTS TO LAND IN THIS SHORT UNIMPROVED FIELD. ON THE 3RD PASS, HE COLLIDED WITH TREES AT THE END OF THE RWY WHILE ATTEMPTING A GO-AROUND. THE STUDENT PLT DID NOT HAVE HIS CFI'S PERMISSION TO LAND THERE NOR HAD HE RECEIVED ADEQUATE INSTRUCTION IN THIS TYPE OF OPERATION.

Brief of Accident (Continued)

File No. - 516

6/19/88

COLDWATER, MS

A/C Reg. No. N95056

Time (Lc1) - 1830 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation GO-AROUND (VFR)

Finding(s)

1. OBJECT - TREE(S)
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
6. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 3,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 572 8/10/88 VALLEY PARK, MS A/C Reg. No. N9086T Time (Lcl) - 0700 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	1	0
Pass 0	0	0	0

Type of Operation - POSITIONING
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - TOMCAT MK-5A
Landing Gear - SKID
Max Gross Wt - 2350
No. of Seats - 1

Eng Make/Model - LYCOMING VO-435-A1F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 120/008 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 1200 FT SCATTERED
Lowest Ceiling - 10000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - -N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - HIGH VEGETATION

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND
HELICOPTER

Age - 41

Biennial Flight Review

Current - YES
Months Since - 7
Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 5000	Last 24 Hrs - UNK/NR
Make/Model- 200	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE THOUGHT HE HAD 8 GALLONS OF FUEL PRIOR TO TAKEOFF. THE ENGINE FAILED ABOUT 100 FT AGL AND HE ATTEMPTED TO STRETCH THE GLIDE OF THE HELICOPTER BY USING COLLECTIVE PITCH. THE AIRCRAFT HIT HARD AND ROLLED OVER. ONLY 1 QUART OF FUEL WAS FOUND IN THE FUEL SYSTEM AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 572

8/10/88

VALLEY PARK, MS

A/C Reg. No. N9086T

Time (Lcl) - 0700 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. COLLECTIVE - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #3 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 573 8/11/88 TUPELO, MS A/C Reg. No. N2344U Time (Lcl) - 1815 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172D
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 096/007 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 4400 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

GAINESVILLE, GA

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

Airport Proximity

ON AIRPORT

Airport Data

TUPELO MUNI.

Runway Ident - 18

Runway Lth/Wid - 5500/ 100

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 57

Biennial Flight Review

Current - YES

Months Since - 16

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 409

Make/Model- UNK/NR

Instrument- 21

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT LANDED ON RUNWAY 18 AFTER COMPLETING A CROSS-COUNTRY FLIGHT. DURING LANDING ROLL THE AIRCRAFT ENCOUNTERED A DOWNWIND GUST OF WIND AND THE PILOT LOST CONTROL OF THE AIRCRAFT WHILE ON THE GROUND. THE PROPELLER AND RIGHT WING WERE SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 573

8/11/88

TUPELO, MS

A/C Reg. No. N2344U

Time (Lcl) - 1815 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 581 5/12/88 CUT BANK, MT A/C Reg. No. N31DJ Time (Lcl) - 1642 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	2
Pass	0	0	0	0	0

Type of Operation - INSTRUCTIONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - JUDGE Q2
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1100
No. of Seats - 2

Eng Make/Model - REVMaster 210D-DQ
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 75 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/006 KTS
Visibility - 60.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

CUT BANK MUNI.
Runway Ident - 31
Runway Lth/Wid - 5300/ 75
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 40

Biennial Flight Review

Current - YES
Months Since - 7
Aircraft Type - U-415C

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 7445	Last 24 Hrs	- UNK/NR
Make/Model-	57	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT OCCURRED ON THE ARPT WHEN THE PLT DECIDED TO ABORT THE FLT SHORTLY AFTER TAKEOFF. THE PLT SAID THAT AFTER TAKEOFF THE ACFT DID NOT SEEM TO ACCELERATE PROPERLY SO HE DECIDED TO LAND. THE TAKEOFF HAD BEEN MADE ON A 5300 FT LONG RWY WHICH HAS A 600 FT OVERRUN AND A 2545 FT SECTION OF UNUSABLE RWY BEYOND THE OVERRUN. THE PLT SAID THE ACFT DRIFTED TO THE RT AFTER TAKEOFF AND THE LANDING WAS MADE IN THE GRASS AREA BESIDE THE UNUSABLE SECTION OF THE RWY. AFTER LANDING THE ACFT CROSSED AN ABANDONED RWY FROM WHICH THE ASPHALT HAD BEEN REMOVED. UPON CROSSING THE ABANDONED RWY THE ACFT STRUCK A LIP AND THE LT CANARD BROKE OFF. THE DENSITY ALT AT THE TIME OF THE ACFT WAS ABOUT 5900 FT. THE PLT SAID THE FLIGHT MANUAL INSTRUCTIONS FOR HIGH ALT OPERATIONS IN THIS ACFT ARE SKETCHY.

Brief of Accident (Continued)

File No. - 581

5/12/88

CUT BANK, MT

A/C Reg. No. N31DJ

Time (Lc1) - 1642 MDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. MIXTURE - IMPROPER USE OF - PILOT IN COMMAND
 3. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - ABORTED

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 545 6/22/88 BIG TIMBER,MT A/C Reg. No. N4970J Time (Lcl) - 0700 MDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	1	0
Pass 0	0	0	0

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -DESCENT

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA T188C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4400
No. of Seats - 1

Eng Make/Model - CONTINENTAL TS10-520-T
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 70.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BIG TIMBER,MT
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND,ME LAND

Age - 60

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 14200	Last 24 Hrs - UNK/NR
Make/Model- 3800	Last 30 Days- UNK/NR
Instrument- 118	Last 90 Days- UNK/NR
Multi-Eng - 200	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT SAID HE WAS SPRAYING 2,4,D ON TWO BARLEY FLDS. HE HAD COMPLETED ONE FLD AND WAS TURNING AROUND WHEN THE ACFT BEGAN TO SETTLE. HE SAID WHEN HE ATTEMPTED TO AVOID GROUND CONTACT THE ACFT STALLED AND COLLIDED WITH THE GROUND. DURING A TELEPHONE CONVERSATION ON THE DAY OF THE ACCIDENT THE PLT SAID THERE WAS NOTHING WRONG WITH THE ACFT OR ENG AND THAT HE JUST MUST HAVE HIT "DEAD AIR" (A DOWNDRAFT OR TAILWIND). SEVERAL DAYS AFTER THE ACCIDENT THE PLT REPORTED THAT IN HIS OPINION THE ENG WAS NOT PRODUCING POWER AT THE TIME OF THE ACCIDENT. THE ENG WAS THEN DISASSEMBLED BUT NO EVIDENCE TO SUPPORT A LOSS OF PWR WAS FOUND.

Brief of Accident (Continued)

File No. - 545

6/22/88

BIG TIMBER, MT

A/C Reg. No. N4970J

Time (Lcl) - 0700 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
 2. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 538 6/24/88 TERRY, MT

A/C Reg. No. N2243W

Time (Lcl) - 1955 MDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation - FERRY
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BELL/SOLOY 47G
Landing Gear - SKID
Max Gross Wt - 2950
No. of Seats - 3

Eng Make/Model - ALLISON 250-C20B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 420 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 305/030 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GREYBULL, WY
Destination
MILES CITY, MT

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
HELICOPTER

Age - 52
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - B-47G

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 22430	Last 24 Hrs	- 8
Make/Model	- 2700	Last 30 Days	- 18
Instrument	- 0	Last 90 Days	- 18
		Rotorcraft	- 16430

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS ON A FERRY FLIGHT FROM ALPINE, WY. TO BELFIELD, ND. THE PLT DEPARTED ALPINE AT APPROXIMATELY 0950 AND MADE SEVERAL ENROUTE STOPS TO REFUEL. THE PLT INTENDED TO LAND AT MILES CITY, MT TO REFUEL BUT HE GOT LOST AND FLEW TO TERRY, MT, LOCATED 38 MILES EAST OF MILES CITY. THE PLT STATED HE EXPERIENCED AN ENG FAILURE AND EXECUTED AN AUTOROTATION. DURING THE EMERGENCY LANDING THE PLT HAD TO AVOID PWR LINES, THUS LOSING ROTOR RPM. THE ACFT LANDED HARD. EXAMINATION OF THE WRECKAGE REVEALED SEVERAL QUARTS OF FUEL IN THE FUEL TANKS.

Brief of Accident (Continued)

File No. - 538

6/24/88

TERRY,MT

A/C Reg. No. N2243W

Time (Lcl) - 1955 MDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
 2. FLUID,FUEL - EXHAUSTION
 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. AUTOROTATION - PERFORMED - PILOT IN COMMAND
 5. OBJECT - WIRE,TRANSMISSION
 6. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 584 8/26/88 LAKESIDE, MT

A/C Reg. No. N1299L

Time (Lcl) - 1700 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - LAKE LA-4-200
Landing Gear - AMPHIBIAN
Max Gross Wt - 2600
No. of Seats - 2

Eng Make/Model - LYCOMING IO-360-A1B
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 040/022 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 9000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BELGRADE, MT
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

FLATHEAD LAKE
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - WATER
Runway Status - WATER - CHOPPY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND, SE SEA

Age - 61
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - AC-200

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 6280
Make/Model-	1200
Instrument-	100
Multi-Eng -	3560
Last 24 Hrs -	2
Last 30 Days-	16
Last 90 Days-	41

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT AND HIS PAX DEPARTED BZN AT 1500 MDT AND FLEW TO HUGHES BAY ON FLATHEAD LAKE, NEAR LAKESIDE, MT, ARRIVING AT APRX 1700. THE PLT SAID HE NOTICED A DIMINISHING WAVE PATTERN FROM THE SOUTHWEST AND A STRONG GUST SURFACE PATTERN FROM THE EAST. THERE WERE NO WHITECAPS BUT THE WATER WAS ROUGHER TOWARDS THE MIDDLE OF THE LAKE. HE ESTIMATED THE WINDS WERE FROM THE EAST AT 5 KTS. THE PLT DRAGGED THE INTENDED LANDING AREA AND DECIDED IT WAS SAFE TO LAND. PLT MADE STEP-LANDING. ACFT GRAZED FIRST WAVE AT 65 MPH, BOUNCED OFF SECOND WAVE, AND SETTLED ON THIRD WAVE. IT THEN SPUN 90 DEG TO THE RIGHT. THE PLT LATER DISCOVERED THE LEFT FLOAT COLLAPSED, THE RIGHT FLOAT CRUSHED, AND OTHER SUBSTANTIAL DAMAGE TO THE AFT FUSELAGE. THE PLT SUSPECTS HE STRUCK FLOATING DEBRIS IN THE LAKE. THE PILOT OPERATING HANDBOOK RECOMMENDS A FULL STALL LANDING IN HIGH WIND/WAVE CONDITIONS.

Brief of Accident (Continued)

File No. - 584

8/26/88

LAKESIDE, MT

A/C Reg. No. N1299L

Time (Lcl) - 1700 MDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - WATER, ROUGH
2. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 576 3/02/88 STATESVILLE, NC A/C Reg. No. N25265 Time (Lcl) - 1100 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	0	0	0	0
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point GREENSBORO, NC	
Method - N/A	Destination	Airport Data
Completeness - N/A	SAME AS ACC/INC	STATESVILLE MUNICIPAL
Basic Weather - VMC	ATC/Airspace	Runway Ident - 20
Wind Dir/Speed- 300/010 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 3700/ 75
Visibility - 15.0 SM	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Lowest Ceiling - NONE	FULL STOP	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 41
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 41
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 36

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE ENCOUNTERED A CROSSWIND GUST AT TOUCHDOWN AND THE STUDENT PLT LOST CONTROL. THE AIRPLANE VEERED OFF OF THE SIDE OF THE RWY AND SUBSEQUENTLY IMPACTED AN EMBANKMENT. THE STUDENT HAD ABOUT 8 HRS OF TOTAL SOLO FLT EXPERIENCE, ABOUT 6 OF WHICH WAS OBTAINED IN THE PRECEDING 90 DAYS. THE STUDENT WAS PROPERLY ENDORSED FOR THE FLT.

Brief of Accident (Continued)

File No. - 576

3/02/88

STATESVILLE, NC

A/C Reg. No. N25265

Time (Lcl) - 1100 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 587

4/08/88

BOONE, NC

A/C Reg. No. N8880R

Time (Lcl) - 1238 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	1	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire
ON GROUND

-----Aircraft Information-----

Make/Model - BELLANCA 14-19-3A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3000
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470-F
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- 300/007 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 1500 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MYRTLE BEACH, SC
Destination
INDIANAPOLIS, IN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 59

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1200	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- 0	Last 90 Days	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH MOUNTAINOUS TERRAIN AT APPROX. 3,000' MSL. LOCAL WITNESSES HEARD THE ACFT FLY OVERHEAD AND IMPACT WITH TERRAIN BUT COULD NOT SEE THE ACFT DUE TO LOW VISIBILITY PRODUCED BY FOG. THE PILOT HAD RECEIVED A PREFLIGHT WEATHER BRIEFING AND INCLIMATE WEATHER CONDITIONS WERE FORECAST ALONG THE INTENDED ROUTE OF FLIGHT. THE ACFT DEPARTED VFR AND NO FLIGHT PLAN WAS FILED. THERE WERE NO EN ROUTE COMMUNICATIONS WITH THE ACFT. NO EVIDENCE WAS FOUND TO SUGGEST PREIMPACT PHYSICAL IMPAIRMENT, MECHANICAL MALFUNCTION OR STRUCTURAL FAILURE.

Brief of Accident (Continued)

File No. - 587

4/08/88

BOONE, NC

A/C Reg. No. N8880R

Time (Lcl) - 1238 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND
3. WEATHER CONDITION - FOG
4. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
5. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)

6. OBJECT - TREE(S)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 1,3,4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 458 4/29/88 SANDY RIDGE, NC A/C Reg. No. N60276 Time (Lcl) - 1740 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire NONE
Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 150J
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 290/015 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WINSTON-SALEM, NC
Destination
MARTINSVILLE, VA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - SOFT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 34
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 168
Make/Model- 107
Instrument- 4
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 94

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT ENGINE BEGAN TO VIBRATE EXCESSIVELY AND LOST POWER. THE PILOT LANDED THE AIRCRAFT IN A FIELD. THE AIRCRAFT NOSED OVER IN THE SOFT GROUND. EXAMINATION OF THE ENGINE REVEALED THAT THE NUMBER ONE CYLINDER VALVE SPRING SEAT LOCK HAD FAILED ALLOWING THE INTAKE VALVE TO DROP INTO THE CYLINDER WHERE IT WAS STRUCK BY THE NUMBER ONE PISTON, BENDING THE VALVE STEM AND HEAD..

Brief of Accident (Continued)

File No. - 458

4/29/88

SANDY RIDGE, NC

A/C Reg. No. N60276

Time (Lcl) - 1740 EDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF

Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, VALVE KEEPER - WORN
2. ENGINE ASSEMBLY, VALVE KEEPER - FAILURE, TOTAL
3. ENGINE ASSEMBLY, VALVE, INTAKE - LOOSE

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER

Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 534 5/03/88 WILKESBORO, NC A/C Reg. No. N34GK Time (Lcl) - 1300 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-EXECUTIVE/CORPORATE	Fire	0	0	0	1
Flight Conducted Under	-14 CFR 91	Pass	0	0	0	1
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- PIPER PA-31-325	Eng Make/Model	- LYCOMING TIO-540-F2BD	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 8	Rated Power	- 325 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point	ON AIRSTRIP	
Method	- UNK/NR	LUMBERTON, NC		
Completeness	- UNK/NR	Destination	Airport Data	
Basic Weather	- VMC	WILKESBORO, NC	WILKES COUNTY	
Wind Dir/Speed	- 070/006 KTS		Runway Ident	- UNK/NR
Visibility	- 7.0 SM	ATC/Airspace	Runway Lth/Wid	- 4250/ 75
Lowest Sky/Clouds	- UNK/NR	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- 1800 FT BROKEN	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN	
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP, CFI	Current - YES	Total	- 5832
SE LAND, ME LAND	Months Since - 22	Make/Model	- 1305
	Aircraft Type - UNK/NR	Instrument	- 870
		Multi-Eng	- 2890
		Last 24 Hrs	- 1
		Last 30 Days	- UNK/NR
		Last 90 Days	- 173

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER A NORMAL APPROACH AND LANDING, THE LEFT MAIN GEAR SLOWLY COLLAPSED DURING THE ROLL OUT. THE AIRCRAFT VEERED TO THE LEFT, STRUCK A SIGN OFF THE RUNWAY EDGE AND COLLIDED WITH A DITCH. THE LEFT MAIN GEAR WAS FOUND UNLOCKED DURING POSTACCIDENT INVESTIGATION. THE AIRCRAFT HAD UNDERGONE MAINTENANCE A SHORT TIME BEFORE.

Brief of Accident (Continued)

File No. - 534

5/03/88

WILKESBORO, NC

A/C Reg. No. N34GK

Time (Lcl) - 1300 EDT

Occurrence #1 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, GEAR LOCKING MECHANISM - UNLOCKED
2. MAINTENANCE, REPLACEMENT - PERFORMED - OTHER MAINTENANCE PSNL
3. MAINTENANCE, COMPLIANCE WITH AD - PERFORMED - OTHER MAINTENANCE PSNL

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

4. AIRCRAFT CONTROL - NOT POSSIBLE -

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - SIGN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 502 5/13/88 MOCKSVILLE, NC A/C Reg. No. N9674P Time (Lcl) - 1100 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	2
Accident Occurred During -TAKOFF			0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-18-150	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/NO
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 260/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - 15000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - WATER - GLASSY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 1556
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 7	Make/Model- 181
GLIDER	Aircraft Type - UNK/NR	Instrument- 119
		Multi-Eng - 28
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 21
		Rotorcraft - 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLOATPLANE STUDENT PILOT LOST CONTROL OF THE AIRCRAFT DURING A PRACTICE GLASSY WATER TAKE OFF. THE FLOATPLANE INSTRUCTOR DID NOT TAKE CONTROL SOON ENOUGH AND THE AIRCRAFT STALLED AND STRUCK THE WATER.

Brief of Accident (Continued)

File No. - 502

5/13/88

MOCKSVILLE, NC

A/C Reg. No. N9674P

Time (Lc1) - 1100 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIFT-OFF - PREMATURE - DUAL STUDENT
2. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - DUAL STUDENT
3. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
4. STALL - ENCOUNTERED -

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF

Finding(s)

5. TERRAIN CONDITION - WATER, GLASSY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 550 8/16/88 OAK CITY, NC

A/C Reg. No. N8284G

Time (Lcl) - 1000 EDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA A188B

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 4000

No. of Seats - 1

Eng Make/Model - CONTINENTAL IO-520-D

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 300 HP

ELT Installed/Activated - UNK/NR

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 270/002 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

HOBGOOD, NC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - DRY
ROUGH

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 35

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - PA-22

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 3200

Make/Model- 2500

Instrument- 31

Multi-Eng - 20

Last 24 Hrs - 1

Last 30 Days- 25

Last 90 Days- 80

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER COMPLETION OF A SWATH RUN THE PIC NOTED A LOSS OF ENGINE FUEL PRESSURE, FOLLOWED BY AN ENGINE FAILURE. A FORCED LANDING WAS MADE IN A FIELD ADJACENT TO A ROAD TO AVOID TRUCK TRAFFIC. DURING LANDING ROLL, WINGS STRUCK SMALL TREES. EXAMINATION DISCLOSED THAT THE FUEL HOSE BETWEEN THE ENGINE MANIFOLD VALVE AND THE COCKPIT FUEL PRESSURE GAGE WAS LOOSE AT THE FIREWALL CONNECTION WHICH RESULTED IN A LOSS OF FUEL PRESSURE. LOSS OF FUEL PRESSURE, SUCH AS DURING SHUTDOWN, ALLOWS THE FUEL MANIFOLD VALVE TO SHUT OFF THE ENGINE RESULTING IN FUEL STARVATION.

Brief of Accident (Continued)

File No. - 550

8/16/88

OAK CITY, NC

A/C Reg. No. N8284G

Time (Lcl) - 1000 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. FUEL SYSTEM, LINE - LOOSE
 2. FUEL SYSTEM - PRESSURE TOO LOW
 3. FLUID, FUEL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 575 8/22/88 LA GRANGE,NC A/C Reg. No. N8819L Time (Lcl) - 1040 EDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -DESCENT

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
0 0

None
1
0

-----Aircraft Information-----

Make/Model - PIPER PA-25-235
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2900
No. of Seats - 1

Eng Make/Model - LYCOMING O-540-B2C5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- LIGHT AND VARIABLE
Visibility - 5.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FARMVILLE,NC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 48

Biennial Flight Review

Current - YES
Months Since - 9
Aircraft Type - CH-7ECA

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 4300 Last 24 Hrs - 1
Make/Model- 1100 Last 30 Days- 15
Instrument- 0 Last 90 Days- 200

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT THE SPRAY BOOM COLLIDED WITH A TREE, RESULTING IN THE LEFT AILERON BEING JAMMED IN AN UNCONTROLLABLE POSITION. THE ACFT IMPACTED IN A FIELD.

Brief of Accident (Continued)

File No. - 575

8/22/88

LA GRANGE, NC

A/C Reg. No. N8819L

Time (Lc1) - 1040 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - TREE(S)
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CLIMB

Finding(s)

3. FLIGHT CONTROL,AILERON - JAMMED
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 544 7/18/88 BUCHANAN,ND A/C Reg. No. N9990P Time (Lcl) - 0700 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During	-MANEUVERING					

-----Aircraft Information-----

Make/Model	- PIPER PA-36-285	Eng Make/Model	- LYCOMING IO-540-K1G5	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 4400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 1	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PINGREE,ND	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - GRAVEL
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1433
SE LAND	Months Since - 1	Make/Model- 1055
	Aircraft Type - PA-28	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID HE MADE SEVERAL SWATH RUNS PASSING UNDER A TRANSMISSION LINE AND OVER A POWER LINE THAT CROSSED THE END OF THE FLD BEING SPRAYED. HE SAID AS HE PASSED UNDER THE TRANSMISSION LINE DURING A RUN THE VERT STAB COLLIDED WITH THE LINE AND WAS DAMAGED. HE THEN DECIDED TO LAND ON A ROAD TO ASSESS THE DAMAGE. DURING THE FLARE, THE AIRCRAFT COULD NOT BE CONTROLLED WITH RUDDER. THE ACFT WENT INTO THE DITCH.

Brief of Accident (Continued)

File No. - 544

7/18/88

BUCHANAN,ND

A/C Reg. No. N9990P

Time (Lcl) - 0700 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. FLIGHT CONTROL, RUDDER - DISABLED
4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - DITCH
6. LANDING GEAR, MAIN GEAR - OVERLOAD
7. LANDING GEAR, MAIN GEAR - SEPARATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 577 8/07/88 TETERBORO,NJ A/C Reg. No. N69WW Time (Lcl) - 0450 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	2
Pass	0	0	0	0	2

Type of Operation -EXECUTIVE/CORPORATE

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAXI

Fire
NONE

-----Aircraft Information-----

Make/Model - SIKORSKY S-76A

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 10300

No. of Seats - 8

Eng Make/Model - ALLISON 250-C30

Number Engines - 2

Engine Type - TURBOSHAFT

Rated Power - 700 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - COMMERCIAL WX SERVICE

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 260/005 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 1500 FT SCATTERED

Lowest Ceiling - 10000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

GARDEN CITY,NY

Destination

SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND,ME LAND

HELICOPTER

Age - 41

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - BH222A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 9311

Make/Model- 1755

Instrument- 217

Multi-Eng - 100

Last 24 Hrs - 4

Last 30 Days- 38

Last 90 Days- 83

Rotorcraft - 9100

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE S-76 HELICOPTER WAS TAXIING ON ITS COMPANY RAMP WHEN THE COPILOT TAXIED ONTO A GRASS AREA. DURING A LEFT TURN THE RIGHT MAIN WHEEL STUCK IN A SOFT SPOT AND THE HELICOPTER ROLLED OVER ON ITS RIGHT SIDE RECEIVING SUBSTANTIAL DAMAGE. THE GROUND MANEUVER THAT PRECEDED THE ROLLOVER MET SEVERAL OF THE CRITERIA DESCRIBED IN THE FAA ADVISORY CIRCULAR FOR HELICOPTER DYNAMIC ROLLOVER.

Brief of Accident (Continued)

File No. - 577

8/07/88

TETERBORO,NJ

A/C Reg. No. N69WW

Time (Lc1) - 0450 EDT

Occurrence #1 ROLL OVER
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. TERRAIN CONDITION - SOFT
2. AIRCRAFT HANDLING - INADEQUATE - COPILOT/SECOND PILOT
3. LIGHT CONDITION - NIGHT
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND
5. UNSUITABLE TERRAIN - NOT IDENTIFIED - COPILOT/SECOND PILOT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 456 5/01/88 LAS VEGAS, NM A/C Reg. No. N6059R Time (Lcl) - 1319 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI - FROM LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 172G
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 190/024 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GREELEY, CO
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

LAS VEGAS MUNICIPAL
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 58

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - C-172G

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 218	Last 24 Hrs	- 5
Make/Model-	218	Last 30 Days-	UNK/NR
Instrument-	7	Last 90 Days-	35

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PLT AND HIS DAUGHTER WERE ON A CROSS COUNTRY FLIGHT. LANDING WITH A STRONG HEADWIND AND REPORTED GUSTS TO 31 KNOTS, THE PLT TAXIED CLEAR OF THE RUNWAY. A 90 DEGREE TURN CROSSWIND ON THE TAXIWAY RESULTED IN WIND LIFTING THE LEFT WING AND A LOSS OF CONTROL. THE AIRCRAFT NOSED OVER AND CAME TO REST INVERTED. THE AIRPORT WAS CLOSED FOR HIGH WINDS AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 456

5/01/88

LAS VEGAS, NM

A/C Reg. No. N6059R

Time (Lc1) - 1319 MDT

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - GUSTS
 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation TAXI - FROM LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 455 5/01/88 RUIDOSO,NM A/C Reg. No. N618T Time (Lcl) - 1338 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING - ROLL

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH H35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-G10
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 240 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 210/025 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ALBUQUERQUE,NM
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

SIERRA BLANCA REGIONAL
Runway Ident - 24
Runway Lth/Wid - 8100/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 67
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - B-H35

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT.
Flight Time (Hours)
Total - 705 Last 24 Hrs - UNK/NR
Make/Model- 242 Last 30 Days- UNK/NR
Instrument- 26 Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PLT WAS RETURNING HOME FROM A PERSONAL TRANSPORTATION FLIGHT. THE CONTROL TOWER REPORTED HIGH WINDS AND STRONG GUSTS. DURING LANDING ROLL, A GUST LIFTED THE LEFT WING TO NEAR VERTICAL, THEN LET IT FALL. THE NOSE GEAR AND THE RIGHT MAIN GEAR COLLAPSED AND THE AIRCRAFT NOSED DOWN. A WITNESS IN THE CONTROL TOWER REPORTED THAT THE GUST EXCEEDED 60 KNOTS. PREVIOUSLY THE TOWER REPORTED THE WIND WAS FROM 210 DEGREES AT 25 KNOTS.

Brief of Accident (Continued)

File No. - 455

5/01/88

RUIDOSO,NM

A/C Reg. No. N618T

Time (Lc1) - 1338 MDT

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - GUSTS
2. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE -
3. WEATHER CONDITION - HIGH WIND
4. AIRCRAFT PERFORMANCE - EXCEEDED

Occurrence #2 NOSE DOWN
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR - OVERLOAD
6. LANDING GEAR - COLLAPSED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 442

6/02/88

MALJAMAR,NM

A/C Reg. No. N1393R

Time (Lcl) - 0820 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT - UNCONTROLLED

Aircraft Damage

DESTROYED

Fire

NONE

Fatal

1

Crew

Pass

1

Injuries

Serious

0

Minor

0

None

0

0

-----Aircraft Information-----

Make/Model - GULFSTREAM AMERICAN AA-5A

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2200

No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2B

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 240/007 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 15000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CARLSBAD,NM

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 37

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - AA-5A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1040

Make/Model- 1028

Instrument- 22

Multi-Eng - 2

Last 24 Hrs - 1

Last 30 Days- 18

Last 90 Days- 82

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE IN SLOW FLT AT LOW LEVEL ON A OIL PIPELINE PATROL DEMONSTRATION FLT, THE ACFT ENTERED A LEFT TURN AND, ACCORDING TO WITNESSES, THE NOSE SUDDENLY DROPPED AND THE ACFT CRASHED IN A VERTICAL ATTITUDE. THE ACFT WAS DESTROYED IN THE ACCIDENT AND BOTH OCCUPANTS RECEIVED FATAL INJURIES. THERE WAS NO FIRE. THE INVESTIGATION DISCLOSED NO EVIDENCE OF AIRCRAFT FAILURE.

Brief of Accident (Continued)

File No. - 442

6/02/88

MALJAMAR,NM

A/C Reg. No. N1393R

Time (Lcl) - 0820 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
 3. ALTITUDE - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 498 7/14/88 GALLUP, NM A/C Reg. No. N48055 Time (Lcl) - 1330 MDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - LANDING			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	GALLUP, NM	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SANTA FE, NM	GALLUP MUNICIPAL
Wind Dir/Speed- 230/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 6000 FT BROKEN	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - SOFT
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 94
SE LAND	Months Since - 4	Make/Model- 88
	Aircraft Type - C-152	Instrument- 2
		Last 24 Hrs - UNK/NR
		Last 30 Days- 11
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

PRIOR TO TAKEOFF FROM THE 6469 FT MSL AIRPORT, THE PILOT LEANED THE MIXTURE AT 2000 RPM. DENSITY ALTITUDE WAS APRX 9100 FT MSL. THE 10-DEG FLAP TAKEOFF AND CLIMBOUT TO 300 FT AGL WAS SAID TO BE NORMAL INITIALLY; THEN THE AIRCRAFT BEGAN LOSING ALTITUDE ALTHOUGH THE ENGINE RPM REMAINED AT ABOUT 2000 RPM. THE PILOT SAID HE RAISED THE FLAPS AND LOWERED THE NOSE TO REACQUIRE VY, BUT THE AIRCRAFT CONTINUED LOSING ALTITUDE. THE PILOT DECIDED TO MAKE A PRECAUTIONARY LANDING IN OPEN PASTURE APRX 3 MILES WEST OF THE AIRPORT. THE PILOT REDUCED POWER AND DEPLOYED FULL FLAPS. THE AIRCRAFT TOUCHED DOWN AND, DURING ROLLOUT, HIT A SMALL GULLY AND FLIPPED OVER. THE PILOT SAID HEAVY RAIN FELL 45 MIN AFTER THE ACCIDENT. ACCORDING TO GALLUP FSS, A THUNDERSTORM MOVED S OF THE ARPT AT 1349 WITH RAINSHOWERS OF UNKNOWN INTENSITY IN ALL QUADRANTS. ACFT HANDBOOK STATES THAT THE MIXTURE SHOULD BE LEANED AT FULL POWER.

Brief of Accident (Continued)

File No. - 498

7/14/88

GALLUP, NM

A/C Reg. No. N48055

Time (Lcl) - 1330 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. MIXTURE - IMPROPER USE OF - PILOT IN COMMAND
3. WEATHER CONDITION - TURBULENCE
4. WEATHER CONDITION - DOWNDRAFT
5. WEATHER CONDITION - HIGH DENSITY ALTITUDE

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

6. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
7. TERRAIN CONDITION - ROUGH/UNEVEN
8. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 452 7/17/88 SANTA TERESA, NM A/C Reg. No. N34338 Time (Lcl) - UNK/NR

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - UNDETERMINED

Aircraft Damage

SUBSTANTIAL

Fire
NONE

Fatal

Crew 0
Pass 0

Injuries

Serious

Minor

None

0 0 0
0 0 0

1
0

-----Aircraft Information-----

Make/Model - CESSNA 177RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1B6D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - UNK/NR
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - UNK/NR
Condition of Light - UNK/NR

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
UNK/NR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - UNK/NR
Type of Clearance - UNK/NR
Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
UNK/NR

Age - UNK/NR
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - UNK/NR Last 24 Hrs - UNK/NR
Make/Model- UNK/NR Last 30 Days- UNK/NR
Instrument- UNK/NR Last 90 Days- UNK/NR
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AN UNKNOWN PERSON OR PERSONS TOOK A CESSNA 177RG FROM A SMALL AIRPORT NEAR THE MEXICAN BORDER, WITHOUT PERMISSION. STATE POLICE FOUND IT CRASHED IN A FIELD 2 MILES SOUTHWEST OF SANTA TERESA AIRPORT, AND NOTIFIED THE OWNER. NO WITNESSES HAVE BEEN FOUND TO REVEAL THE NATURE OF THE ACCIDENT OR THE IDENTITY OF THE PILOT. INJURY INDEX PRESUMED.

Brief of Accident (Continued)

File No. - 452

7/17/88

SANTA TERESA, NM

A/C Reg. No. N34338

Time (Lc1) - UNK/NR

Occurrence #1 UNDETERMINED
Phase of Operation UNKNOWN

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - INTENTIONAL - PILOT IN COMMAND
2. UNDETERMINED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 403 4/23/88 LAS VEGAS,NV

A/C Reg. No. N2924R

Time (Lcl) - 1104 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 310G
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4990
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-D
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed - 180/016 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAS VEGAS,NV
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

NORTH LAS VEGAS
Runway Ident - 22
Runway Lth/Wid - 3270/ 65
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 36
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 673 Last 24 Hrs - 0
Make/Model - 156 Last 30 Days - 27
Instrument - 77 Last 90 Days - 94
Multi-Eng - 173

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING INITIAL CLIMB AT 100 FT AFTER TAKEOFF, THE PILOT ANNOUNCED HE HAD LOST AN ENGINE. WITNESSES OBSERVED THE AIRCRAFT ENTER A NOSE HIGH ATTITUDE, ROLL TO THE RIGHT AND DESCEND IN A VERTICAL NOSE DOWN ATTITUDE UNTIL IMPACT WITH THE GROUND. THE AIRCRAFT BURST INTO FLAMES AND WAS DESTROYED BY POST IMPACT FIRE. THE INVESTIGATION REVEALED EVIDENCE OF LOSS OF POWER OF THE RIGHT ENGINE AND THE PROPELLER IN THE HIGH RPM SETTING. EXAMINATION OF THE RIGHT ENGINE FUEL INJECTION PUMP REVEALED INTERNAL SEIZURE OF THE PUMP MECHANISM. THE PUMP, WHICH WAS INSTALLED ON THE ENGINE THE DAY BEFORE THE ACCIDENT, HAD RECENTLY BEEN OVERHAULED.

Brief of Accident (Continued)

File No. - 403

4/23/88

LAS VEGAS,NV

A/C Reg. No. N2924R

Time (Lc1) - 1104 PDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM,PUMP - SEIZED
2. MAINTENANCE,OVERHAUL - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

3. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
4. PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 435 6/05/88 RENO, NV A/C Reg. No. N70SA Time (Lcl) - 1415 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
	Fire	Crew	0	Serious	Minor	None
Type of Operation - INSTRUCTIONAL	NONE	Pass	0	0	0	2
Flight Conducted Under -14 CFR 91			0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 210	Eng Make/Model - CONTINENTAL IO-470E	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	RENO CANNON
Wind Dir/Speed- 220/011 KTS	ATC/Airspace	Runway Ident - 16R
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 9000/ 150
Lowest Sky/Clouds - 7000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - ILS-COMPLETE	Runway Status - DRY
Obstructions to Vision- NONE	STRAIGHT-IN	
Precipitation - NONE	FULL STOP	
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 350
SE LAND	Months Since - 10	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN INSTRUCTIONAL FLIGHT AND AN ILS APPROACH, A TOTAL LOSS OF ENGINE POWER OCCURRED AT ABOUT 1200 FEET AGL. A FORCED LANDING WAS MADE ONTO ROUGH TERRAIN. DURING LANDING ROLL THE NOSE GEAR SEPARATED FROM THE AIRCRAFT. THE PRIVATE PILOT RECEIVING INSTRUMENT INSTRUCTION FLEW THE AIRCRAFT, WHILE THE INSTRUCTOR (CFI) ATTEMPTED A RESTART. NEITHER THE PILOT NOR THE CFI WERE FAMILIAR WITH THE FUEL BOOST PUMP PROCEDURES FOR INFLIGHT ENGINE FAILURES. THE AIRCRAFT TYPE DATA CERTIFICATE REQUIRES A PLACARD ADDRESSING PROCEDURES FOR ENGINE FAILURE; THIS PLACARD WAS ABSENT (THE FUEL BOOST SWITCH WAS LEFT IN THE OFF POSITION.) AIRCRAFT EXAMINATION REVEALED CONTAMINATION IN THE GASCOLATOR AND THE FUEL FLOW DIVIDER. ALSO, A 60% OBSTRUCTION DUE TO CONTAMINANTS WAS PRESENT IN THE FUEL AIR CONTROL UNIT SCREEN. 3 SPARK PLUGS WERE FOULED, 2 DUE TO OIL FOULING, 1 DUE TO CARBON FOULING.

Brief of Accident (Continued)

File No. - 435

6/05/88

RENO,NV

A/C Reg. No. N70SA

Time (Lcl) - 1415 PDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. FUEL SYSTEM,FUEL FLOW DIVIDER/DISTRIBUTOR - CONTAMINATION
2. FUEL SYSTEM,FILTER - CONTAMINATION
3. IGNITION SYSTEM,SPARK PLUG - FOULED
4. EMERGENCY PROCEDURE - NOT UNDERSTOOD - PILOT IN COMMAND(CFI)
5. FUEL BOOST PUMP SELECTOR POSITION - IMPROPER - PILOT IN COMMAND(CFI)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 432 7/06/88 BAKER, NV

A/C Reg. No. N6524X

Time (Lcl) - 1200 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 210
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-E
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 014 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BOUNTIFUL, UT
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

BAKER
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND, SE SEA

Age - 48

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - C-210

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1281	Last 24 Hrs	- 2
Make/Model	- 30	Last 30 Days	- 10
Instrument	- 150	Last 90 Days	- 30
Multi-Eng	- 12		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED HE LANDED LONG ON UNATTENDED GRASS STRIP DUE TO GUSTY WING CONDS. THE AIRCRAFT ENCOUNTERED A DITCH OR VEHICLE TRACK HIDDEN BY VEGETATION, SHEARING NOSE GEAR AND COLLAPSING LEFT MAIN.

Brief of Accident (Continued)

File No. - 432

7/06/88

BAKER,NV

A/C Reg. No. N6524X

Time (Lc1) - 1200 PDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
2. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
3. WEATHER CONDITION - GUSTS
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
5. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

7. LANDING GEAR, MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 558 7/01/88 EAST HAMPTON,NY A/C Reg. No. N62771 Time (Lcl) - 1919 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	1	0

-----Aircraft Information-----

Make/Model - PIPER PA-23-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-C4B5
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 250 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 300/005 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 5500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TETERBORO,NJ
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

EAST HAMPTON
Runway Ident - 28
Runway Lth/Wid - 4242/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 64
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - PA-23

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 500
Make/Model- 150
Instrument- 100
Multi-Eng - 150
Last 24 Hrs - UNK/NR
Last 30 Days- 10
Last 90 Days- 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT HE HAD EXPERIENCED A PARTIAL POWER LOSS ON DOWNWIND OF A VFR TRAFFIC PATTERN. HE STATED THAT JUST AFTER ENTERING DOWNWIND HE LOWERED THE LANDING GEAR. AS THE SPEED DECREASED BELOW 132 KNOTS HE ADVANCED THE THROTTLES. THERE WAS NO RESPONSE. HE REPORTED THAT THE RIGHT PROPELLER RPM SUDDENLY INDICATED 3200. EVENTUALLY THE RPM RECOVERED TO 2700. THE PILOT FELT THAT TOO MUCH ALTITUDE HAD BEEN LOST AND PUT ALL CONTROLS FORWARD WITH ONLY A PARTIAL RESPONSE. THE AIRCRAFT COLLIDED WITH TREES. POST ACCIDENT INVESTIGATION BY THE FAA AND THE MANUFACTURER FAILED TO REVEAL ANY MALFUNCTION OR ABNORMALITIES.

Brief of Accident (Continued)

File No. - 558

7/01/88

EAST HAMPTON, NY

A/C Reg. No. N62771

Time (Lc1) - 1919 EDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. POWERPLANT - UNDETERMINED

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

2. OBJECT - TREE(S)
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 508 2/14/88 WAKEMAN, OH A/C Reg. No. N633BC Time (Lcl) - 1245 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/020 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 25000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

WAKEMAN
Runway Ident - 21
Runway Lth/Wid - 3800/ 55
Runway Surface - ASPHALT
Runway Status - ICE COVERED
SNOW - COMPACTED

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 45
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 106
Make/Model- 20
Instrument- 1
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE 106 HOUR PVT PLT REPTD THAT HE HAD RENTED THE ACFT FOR A LCL FLT FROM THE UNCONTROLLED AIRPORT. THE RWY WAS SNOW AND ICE COVERED WITH A 12 KT WIND FROM 240 DEGREES. AFTER CONFERRING WITH THE LCL CFI ON DUTY, HE ELECTED TO MAKE THE LCL FLT. DURING THE T.O. ROLL HE REPTD THAT THE ACFT TURNED TO THE LEFT TOWARD A SNOW BANK AND HE ATTEMPTED TO ABORT THE TAKE OFF. THE ACFT COLLIDED WITH THE SNOW BANK AND NOSED OVER.

Brief of Accident (Continued)

File No. - 508

2/14/88

WAKEMAN, OH

A/C Reg. No. N633BC

Time (Lc1) - 1245 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
2. CREW/GROUP BRIEFING - IMPROPER - FLIGHT INSTRUCTOR(ON GROUND)
3. TERRAIN CONDITION - ICY
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - ABORTED

Finding(s)

6. TERRAIN CONDITION - SNOWBANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 489 2/18/88 GALION, OH A/C Reg. No. N4305A Time (Lcl) - 1815 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

1

0

None

0

0

-----Aircraft Information-----

Make/Model - PIPER PA-22-150
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2000
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-A2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

GALION MUNICIPAL
Runway Ident - 05
Runway Lth/Wid - 3500/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 64

Biennial Flight Review

Current - YES
Months Since - 8
Aircraft Type - PA-22

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	365	Last 24 Hrs	-	1
Make/Model	-	20	Last 30 Days	-	1
Instrument	-	0	Last 90 Days	-	20

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE BOUNCED DURING LDG, AND SUBSEQUENTLY RAN OFF THE SIDE OF THE RWY INTO SNOW AND NOSED OVER. THE WIND CONDITIONS AT THE TIME WERE REPORTEDLY CALM. THE AIRPLANE WAS EQUIPPED WITH STC-APPROVED CONVENTIONAL (TAILDRAGGER) LDG GEAR. THE PLT STATED HE HAD ABOUT 200 HRS OF TAILDRAGGER EXPERIENCE.

Brief of Accident (Continued)

File No. - 489

2/18/88

GALION, OH

A/C Reg. No. N4305A

Time (Lc1) - 1815 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SNOW COVERED
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 506 4/14/88 PAINESVILLE, OH A/C Reg. No. N91371 Time (Lcl) - 1015 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries			
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	2
Accident Occurred During -DESCENT			0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

-----Environment/Operations Information-----

Weather Data Wx Briefing - FSS Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 210/015 KTS Visibility - 6.0 SM Lowest Sky/Clouds - 3500 FT SCATTERED Lowest Ceiling - 8000 FT OVERCAST Obstructions to Vision- NONE Precipitation - RAIN Condition of Light - DAYLIGHT	Itinerary Last Departure Point AKRON, OH Destination LOCAL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE	Airport Proximity OFF AIRPORT/STRIP Airport Data CONCORD Runway Ident - 20 Runway Lth/Wid - 2200/ 45 Runway Surface - ASPHALT Runway Status - WET
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND, ME LAND	Age - 24 Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 888 Make/Model- 100 Instrument- 33 Multi-Eng - 23 Last 24 Hrs - UNK/NR Last 30 Days- UNK/NR Last 90 Days- 63 Rotorcraft - UNK/NR
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI REPORTED THAT WHILE PERFORMING A SIMULATED SHORT FIELD TAKE-OFF THE ACFT ENCOUNTERED A DOWNDRAFT AND SETTLED INTO THE TREES. THE CFI HELD HIS CERTIFICATE FOR ONE MONTH AND THE STUDENT PLT HAD LOGGED JUST OVER FIFTY HOURS. THIS AIRPORT WAS NOT APPROVED FOR USE BY CFI'S EMPLOYED BY THE OPERATOR.

Brief of Accident (Continued)

File No. - 506

4/14/88

PAINESVILLE, OH

A/C Reg. No. N91371

Time (Lc1) - 1015 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - DUAL STUDENT
3. STALL/MUSH - NOT CORRECTED - DUAL STUDENT
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
5. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND(CFI)

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 567 6/06/88 COLLINSVILLE,OK A/C Reg. No. N4108C Time (Lcl) - 1605 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire ON GROUND

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - STINSON 108-3
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - FRANKLIN 6A4-165-B3
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 165 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 140/010 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
COLLINSVILLE,OK
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

AIRMAN ACRES
Runway Ident - 18
Runway Lth/Wid - 2650
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 55
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 45
Make/Model- 45
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT EXPERIENCED A LOSS OF ENGINE POWER DURING THE TAKEOFF LEG. POST ACCIDENT INVESTIGATION REVEALED THAT THE FUEL SELECTOR WAS IN THE NEAR CLOSED POSITION. THIS POSITION ONLY ALLOWED A SMALL PERCENTAGE OF THE FUEL TO FLOW BUT WOULD ALLOW OPERATION IN THE IDLE RANGE.

Brief of Accident (Continued)

File No. - 567

6/06/88

COLLINSVILLE, OK

A/C Reg. No. N4108C

Time (Lcl) - 1605 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, FUEL SHUTOFF - CLOSED
2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
3. FLUID, FUEL - STARVATION
4. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

Finding(s)

6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 555 3/01/88 BURNS, OR A/C Reg. No. N5427A Time (Lcl) - 1915 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		DESTROYED	Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	Fire	0	0	1	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	2	0
Accident Occurred During	-MANEUVERING					

-----Aircraft Information-----

Make/Model	- CESSNA T210N	Eng Make/Model	- CONTINENTAL TS10-520-R	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 4000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 310 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- IN PERSON	BURLEY, ID	
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather	- VMC	EUGENE, OR	
Wind Dir/Speed	- 300/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 4000 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- DIRT
Obstructions to Vision	- NONE		- WET
Precipitation	- NONE		HIGH VEGETATION
Condition of Light	- NIGHT(BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 1284	Last 24 Hrs - 6
SE LAND, ME LAND	Months Since - 24	Make/Model - 468	Last 30 Days - 9
	Aircraft Type - C-210N	Instrument - 9	Last 90 Days - 9
		Multi-Eng - 178	

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT ENGINE QUIT DURING CRUISE FLT ON A BRIGHT MOONLIT NIGHT CROSS COUNTRY FLT AT 8000 FT AGL, 28 NM WEST OF BURNS, OR. THE PILOT REVERSED COURSE IN AN EMERGENCY DESCENT AND FOLLOWED A STRAIGHT 50 FT WIDE HWY TOWARD BURNS. AT APPROX 500 FT. AGL THE PILOT OBSERVED THE ROAD WINDING INTO LOW HILLS AND DECIDED TO REVERSE COURSE AGAIN TO LAND ON THE ROAD TO THE WEST. HE WAS UNABLE TO LINE UP WITH THE ROAD DUE TO LOW LEVEL MANEUVERING TO AVOID HILLS. THE AIRCRAFT IMPACTED SOFT DESERT TERRAIN 100 FT. FROM THE ROAD AND NOSED OVER. LAB EXAM OF THE ENGINE CRANKSHAFT REVEALED A SURFACE ORIGIN HIGH CYCLE FATIGUE FRACTURE. THE CRANKSHAFT DID NOT HAVE AD 87-23-08 COMPLIED WITH.

Brief of Accident (Continued)

File No. - 555

3/01/88

BURNS,OR

A/C Reg. No. N5427A

Time (Lc1) - 1915 PST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY,CRANKSHAFT - FRACTURED
2. MAINTENANCE,OVERHAUL,MAJOR - IMPROPER - OTHER MAINTENANCE PSNL
3. MAINTENANCE,COMPLIANCE WITH AD - NOT PERFORMED - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING

Finding(s)

4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
6. LIGHT CONDITION - BRIGHT NIGHT
7. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 436 5/17/88 CHEMULT,OR A/C Reg. No. N5258C Time (Lc1) - 1200 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -BUSINESS	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -TAKEOFF			0	0	1	0
			0	1	2	0

-----Aircraft Information-----

Make/Model - HUGHES 369E	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - YES/YES
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3000	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 375 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CHEMULT,OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MALIN,OR	Runway Ident - N/A
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 4365
SE LAND, ME LAND	Months Since - 5	Make/Model- 203
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 745
		Multi-Eng - 775
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 92
		Rotorcraft - 2648

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE PILOT WAS ATTEMPTING TO TAKEOFF WITH A DENSITY ALTITUDE OF 6,300 FEET. THE AIRCRAFT WAS OPERATED NEAR ITS MAXIMUM GROSS WEIGHT LIMITATION. 150 FEET FROM THE INITIAL TAKEOFF THE HELICOPTER ROTOR STIRRED UP DUST AND DEBRIS FROM A ROAD, CAUSING THE PILOT TO LOSE VISUAL REFERENCE WITH THE GROUND. THE HELICOPTER'S MAIN ROTOR BLADE STRUCK A TREE AND THE HELICOPTER ROLLED TO ITS LEFT SIDE.

Brief of Accident (Continued)

File No. - 436

5/17/88

CHEMULT,OR

A/C Reg. No. N5258C

Time (Lc1) - 1200 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)

1. PERFORMANCE DATA - MISJUDGED - PILOT IN COMMAND
2. VISUAL LOOKOUT - RESTRICTED -
3. VISUAL/AURAL DETECTION - PILOT IN COMMAND
4. TERRAIN CONDITION - LOOSE OBJECTS
5. OBJECT - TREE(S)
6. WEATHER CONDITION - HIGH DENSITY ALTITUDE

Occurrence #2 ROLL OVER
Phase of Operation TAKEOFF

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 590 6/24/88 BEND,OR A/C Reg. No. N5923F Time (Lcl) - 1840 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	1	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	2	0	0
Accident Occurred During -DESCENT - EMERGENCY							

-----Aircraft Information-----

Make/Model	- CESSNA 210G	Eng Make/Model	- CONTINENTAL IO-520-A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 285 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 330/011 KTS</p> <p>Visibility - 45.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">RAPID CITY,SD</p> <p>Destination</p> <p style="padding-left: 20px;">SUNRIVER,OR</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 42</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 1</p> <p style="padding-left: 20px;">Aircraft Type - C-210G</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p style="padding-left: 20px;">Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 930</td> <td>Last 24 Hrs</td> <td>- 6</td> </tr> <tr> <td>Make/Model-</td> <td>550</td> <td>Last 30 Days-</td> <td>61</td> </tr> <tr> <td>Instrument-</td> <td>154</td> <td>Last 90 Days-</td> <td>97</td> </tr> <tr> <td>Multi-Eng</td> <td>- UNK/NR</td> <td>Rotorcraft</td> <td>- UNK/NR</td> </tr> </table>	Total	- 930	Last 24 Hrs	- 6	Make/Model-	550	Last 30 Days-	61	Instrument-	154	Last 90 Days-	97	Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR
Total	- 930	Last 24 Hrs	- 6															
Make/Model-	550	Last 30 Days-	61															
Instrument-	154	Last 90 Days-	97															
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR															

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON ARRIVAL IN AREA OF PLANNED FUEL STOP, PAX DID NOT FEEL WELL. PLT DETERMINED THAT ADEQUATE FUEL REMAINED TO CONTINUE TO FINAL DESTINATION. HOWEVER, EXHAUSTION OCCURRED 8 MILES SHORT OF DESTINATION. PLT DIVERTED FROM INITIAL FORCED LNDG SITE (ROAD) DUE OBSTRUCTIONS AND COLLIDED WITH TREES SHORT OF AN OPEN FIELD.

Brief of Accident (Continued)

File No. - 590

6/24/88

BEND,OR

A/C Reg. No. N5923F

Time (Lc1) - 1840 PDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. PRESSURE INDUCED BY OTHERS - PASSENGER
3. FLUID,FUEL - EXHAUSTION
4. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

5. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 433 7/05/88 JOSEPH,OR A/C Reg. No. N55714 Time (Lcl) - 0930 PDT

-----Basic Information-----

Type Operating Certificate-EXTERNAL LOAD

Type of Operation -OTHER WORK USE
Flight Conducted Under -14 CFR 133
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED

Fire NONE

Crew 0
Pass 0

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	0	0

-----Aircraft Information-----

Make/Model - KAMAN HH43
Landing Gear - UNK/NR
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - LYCOMING T53-L11A
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 1100 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 330/008 KTS
Visibility - 20.0 SM

Lowest Sky/Clouds - 9000 FT SCATTERED
Lowest Ceiling - 20000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,SE SEA
HELICOPTER

Age - 34
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 4688	Last 24 Hrs - UNK/NR
Make/Model- 1912	Last 30 Days- 147
Instrument- 103	Last 90 Days- 257
Multi-Eng - 71	Rotorcraft - 1962

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS MAKING THE INITIAL LONG LINE EXTERNAL LOAD HOOKUP OF THE DAY FOR THE PURPOSE OF CONDUCTING LOGGING OPERATIONS. THE PILOT STATED THAT AS HE MANEUVERED THE AIRCRAFT INTO POSITION THE HELICOPTER'S MAIN ROTOR SYSTEM CONTACTED A TALL TREE.

Brief of Accident (Continued)

File No. - 433

7/05/88

JOSEPH,OR

A/C Reg. No. N55714

Time (Lc1) - 0930 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation HOVER

Finding(s)

1. OBJECT - TREE(S)
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 596 7/12/88 THE DALLES, OR A/C Reg. No. N18823 Time (Lcl) - 1830 PDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation - INSTRUCTIONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	2	0	0
Pass	0	0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH C23
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4K
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 30.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - 9000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HOOD RIVER, OR
Destination
TROUTDALE, OR

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - STRAIGHT-IN
FULL STOP
FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

THE DALLES MUNI
Runway Ident - 12
Runway Lth/Wid - 5097/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL, ATP, CFI
SE LAND

Age - 30
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - C-172RG

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	960	Last 24 Hrs -	UNK/NR
Make/Model-	30		Last 30 Days-	UNK/NR
Instrument-	203		Last 90 Days-	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

CFI UNDERESTIMATED FUEL CONSUMPTION ON MULTI-STOP CROSS COUNTRY AND DID NOT VISUALLY CHECK FUEL REMAINING PRIOR TO LAST DEPARTURE. FUEL EXHAUSTION OCCURRED 18 MINUTES INTO FLIGHT. ACFT FLIPPED INVERTED ON FORCED LANDING.

Brief of Accident (Continued)

File No. - 596

7/12/88

THE DALLES, OR

A/C Reg. No. N18823

Time (Lc1) - 1830 PDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING

Finding(s)

3. TERRAIN CONDITION - SOFT
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 429 7/13/88 OAKRIDGE,OR A/C Reg. No. N3128G Time (Lcl) - 1230 PDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -OTHER WORK USE
Flight Conducted Under -14 CFR 133
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	1	0	0
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - AEROSPATIALE SA315B
Landing Gear - SKID
Max Gross Wt - 5070
No. of Seats - 5

Eng Make/Model - TURBOMECA ARTOUSTE IIIB
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 562 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 140/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 3500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LOWELL,OR
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND,ME LAND
HELICOPTER

Age - 38

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - SA-315B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 9915	Last 24 Hrs	- 4
Make/Model-	4009	Last 30 Days-	51
Instrument-	UNK/NR	Last 90 Days-	124
Multi-Eng	- UNK/NR	Rotorcraft	- 9774

Instrument Rating(s) - NONE

-----Narrative-----

WHILE SLINGING A LOG THE PILOT ALLOWED THE LOG/SLING LINE TO CONTACT A TREE. THE MOMENTUM OF THE LOG AND HELICOPTER BOWED THE TREE OVER WHEN THE LINE CONTACTED IT. THE PILOT CHOSE TO RELEASE THE LOG FROM THE SLING LINE RATHER THAN DISENGAGE THE ENTIRE LINE AND LOG FROM THE HELICOPTER. ONCE THE LOG SEPARATED, THE LINE CAUGHT IN THE TREE WHICH RETURNED TO AN UPRIGHT ATTITUDE AND PULLED THE LINE TIGHT. THE FORCE APPLIED TO THE HELICOPTER AS THE LINE TIGHTENED, IN TURN ROTATED THE HELICOPTER ABOUT ITS LONGITUDINAL AXIS TO A POINT WHEREBY THE PILOT LOST CONTROL. SHORTLY THEREAFTER THE HELICOPTER DESCENDED INTO THE TREES AND COLLIDED WITH THE TERRAIN.

Brief of Accident (Continued)

File No. - 429

7/13/88

OAKRIDGE, OR

A/C Reg. No. N3128G

Time (Lcl) - 1230 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation HOVER

Finding(s)

1. CLEARANCE - MISJUDGED - PILOT IN COMMAND
2. OBJECT - TREE(S)
3. EXTERNAL LOAD SLING/HARNESS - ENTANGLED
4. LOAD JETTISON - PERFORMED -
5. EXTERNAL LOAD EQUIPMENT - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 542 1/15/88 FLORENCE, SC A/C Reg. No. N268NA Time (Lcl) - 1948 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	0	0	2
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During - TAKEOFF					

-----Aircraft Information-----

Make/Model - PIPER PA-44-180	Eng Make/Model - LYCOMING O-360-E1A6D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	COLUMBIA, SC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	FLORENCE REGIONAL
Wind Dir/Speed- CALM		Runway Ident - 09
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - 6498/ 150
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - ILS-COMPLETE	
Precipitation - NONE	TOUCH AND GO	
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 691
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - 7
	Aircraft Type - PA-44	Make/Model- 86
		Last 30 Days- UNK/NR
		Instrument- 52
		Last 90 Days- 175
		Multi-Eng - 86

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE LEFT MAIN LDG GEAR COLLAPSED DURING TAKEOFF ROLL, FOLLOWING A TOUCH & GO LDG. THE AIRPLANE SUBSEQUENTLY VEERED INTO A SNOWBANK. POST-CRASH EXAMINATION OF THE AIRPLANE REVEALED THAT THE LEFT MLG TRUSS BRACKET ASSY HAD PULLED LOOSE FROM THE ACFT STRUCTURE AND THAT TWO OF THE LOWER MOUNTING BOLTS WERE MISSING. THE CORRESPONDING BOLT HOLES IN THE BRACKET AND IN THE ACFT STRUCTURE EXHIBITED NO EVIDENCE OF DAMAGE. EXAM OF THE ACFT MAINTENANCE RECORDS REVEALED NO ENTRIES WITH REGARD TO ANY WORK PERFORMED ON THE TRUSS BRACKET ASSY. THE CFI RPTD THAT SHE AND HER STUDENT HAD FELT A "BUMP" FROM THE LEFT GEAR WHILE LANDING AT ANOTHER ARPT EARLIER THAT EVENING. SHE EXAMINED THE GEAR PRIOR TO DEPARTING THE ARPT, BUT FOUND NOTHING "UNUSUAL", EXCEPT THAT THE ACFT SEEMED LOWER ON THE LEFT SIDE.

Brief of Accident (Continued)

File No. - 542

1/15/88

FLORENCE, SC

A/C Reg. No. N268NA

Time (Lc1) - 1948 EST

Occurrence #1 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR, MAIN GEAR ATTACHMENT - MISSING
2. LANDING GEAR, MAIN GEAR ATTACHMENT - FAILURE, PARTIAL
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND (CFI)

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. TERRAIN CONDITION - SNOWBANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 495 1/31/88 BARNWELL, SC A/C Reg. No. N6254G Time (Lcl) - 1800 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	1	1	0
0	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 150K
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 090/010 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - 4000 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DUSK

Itinerary

Last Departure Point
GEORGETOWN, SC
Destination
BAMBERG, SC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

BARNWELL COUNTY
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - SOFT

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND, ME LAND

Age - 21
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 551
Make/Model- 62
Instrument- 45
Multi-Eng - 32
Last 24 Hrs - 15
Last 30 Days- UNK/NR
Last 90 Days- 189

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI AND HER STUDENT BECAME LOST ON THE LAST LEG OF A DUAL X-C FLT AFTER ENCOUNTERING RAINSHOWERS AND LOW CEILINGS. AFTER UNSUCCESSFULLY ATTEMPTING TO LOCATE THEIR DESTINATION ARPT, THE CFI LOCATED ANOTHER ARPT AND ELECTED TO LAND THERE. THE ENGINE SUBSEQUENTLY LOST POWER DUE TO FUEL EXHAUSTION, AND A FORCED LDG WAS MADE IN A FIELD ABOUT 3 MI FROM THE ARPT. THE AIRPLANE NOSED OVER ON LDG. THE CFI HAD OBTAINED HER INSTRUCTOR CERTIFICATE ABOUT 2 WEEKS EARLIER. SHE REPORTED FLYING 15 HOURS DURING THE PREVIOUS 24 HOURS.

Brief of Accident (Continued)

File No. - 495

1/31/88

BARNWELL, SC

A/C Reg. No. N6254G

Time (Lcl) - 1800 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - RAIN
3. WEATHER CONDITION - LOW CEILING
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND(CFI)
5. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND(CFI)
6. BECAME LOST/DISORIENTED
7. FATIGUE(FLIGHT SCHEDULE) - PILOT IN COMMAND(CFI)

Occurrence #2 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

8. FLUID, FUEL - EXHAUSTION

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

9. TERRAIN CONDITION - SOFT
10. LANDING GEAR, NOSE GEAR - OVERLOAD
11. LANDING GEAR, NOSE GEAR - COLLAPSED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 570 3/16/88 MYRTLE BEACH, SC A/C Reg. No. N5244F Time (Lcl) - 1456 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA 172F
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 350/012 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FAYETTEVILLE, NC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

MYRTLE BEACH AFB
Runway Ident - 35
Runway Lth/Wid - 9502/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 53
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 119	Last 24 Hrs -	3
Make/Model-	69	Last 30 Days-	UNK/NR
Instrument-	4	Last 90 Days-	4

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT THE AIRPLANE BEGAN TO SINK RAPIDLY ABOUT 100 FT ABOVE THE RWY THRESHOLD. HE ADDED PWR AND INITIATED A FLARE. UPON TOUCHDOWN, THE AIRPLANE PITCHED DOWN AND ROLLED RT. THE AIRPLANE SUBSEQUENTLY SKIDDED OFF OF THE RT SIDE OF THE RWY AND NOSED OVER. THE TWR CHIEF CONTROLLER RPTD THAT WIND GUSTS OF 25 KTS AND HIGHER HAD BEEN OBSERVED AT THE ARPT PRIOR TO THE ACCIDENT, AND THAT THE WIND DIRECTION HAD VARIED. HE NOTED THAT ARPT ATIS BROADCASTS HAD INCLUDED WIND GUST ADVISORIES FOR OVER 2 HRS PRECEDING THE ACCIDENT.

Brief of Accident (Continued)

File No. - 570

3/16/88

MYRTLE BEACH, SC

A/C Reg. No. N5244F

Time (Lcl) - 1456 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS
4. FLARE - IMPROPER - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 574 4/16/88 BARNWELL, SC A/C Reg. No. N4233E Time (Lcl) - 1400 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries

Serious
0
0

Minor
0
0

None
2
0

-----Aircraft Information-----

Make/Model - PIPER PA-38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/007 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

BARNWELL
Runway Ident - 34
Runway Lth/Wid - 5118/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 29

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - C-172RG

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 402
Make/Model- 37
Instrument- 46
Multi-Eng - 35
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 119

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING INITIAL CLIMB AFTER TAKEOFF RIGHT SIDE OF THE ENGINE COWLING UNFASTENED AND BEGAN FLUTTERING VIOLENTLY. THE INSTRUCTOR ASSUMED CONTROL OF ACFT & MADE A FORCED LANDING STRAIGHT AHEAD INTO A CULTIVATED FIELD. THE ACFT NOSED UP SUSTAINING SUBSTANTIAL DAMAGE DURING THE LANDING ROLL. AN FAA INSPECTOR AT THE AIRPORT WITNESSED THE ACCIDENT & EXAMINED THE ACFT AFTER THE ACCIDENT. HE RPTD THAT THE DZEUS FASTENERS IN THE RIGHT SIDE OF THE TOP PORTION OF THE COWL WERE ABSENT. THE REASON FOR THE LOSS OF THE FASTENERS WAS NOT DETERMINED. A MAINTENANCE INSPECTION WAS PERFORMED 20 MINUTES PRIOR TO THE FLT. THE TAKEOFF WAS BEGUN AT A RWY INTERSECTION LEAVING ABOUT 2500 FT OF A 5,118 FT RWY FOR THE TAKEOFF.

Brief of Accident (Continued)

File No. - 574

4/16/88

BARNWELL, SC

A/C Reg. No. N4233E

Time (Lc1) - 1400 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE COMPARTMENT - LOOSE
2. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - COMPANY MAINTENANCE PSNL
3. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND(CFI)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD
5. LANDING GEAR, NOSE GEAR - COLLAPSED
6. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 459 4/22/88 CHESTER, SC A/C Reg. No. N295SZ Time (Lcl) - 1530 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	0
	Other	0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - MANEUVERING

-----Aircraft Information-----

Make/Model - ROLLADEN SCHNEIDER LS-4
Landing Gear - HULL
Max Gross Wt - 800
No. of Seats - 1

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- 180/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHESTER, SC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL

GLIDER

Age - 56
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL
Flight Time (Hours)

Total - 2745	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 49

Instrument Rating(s) - NONE

-----Narrative-----

WHILE THERMALING DURING THE SAILPLANE COMPETITION, N45BD WAS SLIGHTLY HIGHER AND TO THE LEFT OF N295SZ. N45BD MADE A RIGHT TURN AND STRUCK THE RIGHT INBOARD WING SECTION OF N294SZ WITH THE OUTBOARD WING TIP OF N45BD. THE OUTBOARD WING TIP OF N45BD SEPARATED AND THE PILOT ELECTED TO PARACHUTE TO SAFETY. THE PILOT OF N295SZ WAS ABLE TO LAND HIS SAILPLANE SAFELY.

Brief of Accident (Continued)

File No. - 459

4/22/88

CHESTER, SC

A/C Reg. No. N295SZ

Time (Lcl) - 1530 EDT

Occurrence #1

MIDAIR COLLISION

Phase of Operation

MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 459 4/22/88 CHESTER, SC A/C Reg. No. N45BD Time (Lcl) - 1530 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	1

-----Aircraft Information-----

Make/Model - ROLLADEN SCHNEIDER LS-4
Landing Gear - HULL
Max Gross Wt - 800
No. of Seats - 1

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- 180/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHESTER, SC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND
GLIDER

Age - 38

Biennial Flight Review

Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 547	Last 24 Hrs	- 5
Make/Model-	127	Last 30 Days-	UNK/NR
Instrument-	5	Last 90 Days-	19

Instrument Rating(s) - NONE

-----Narrative-----

WHILE THERMALING DURING THE SAILPLANE COMPETITION, N45BD WAS SLIGHTLY HIGHER AND TO THE LEFT OF N295SZ. N45BD MADE A RIGHT TURN AND STRUCK THE RIGHT INBOARD WING SECTION OF N295SZ WITH THE OUTBOARD WING TIP OF N45BD. THE OUTBOARD WING TIP OF N45BD SEPARATED AND THE PILOT ELECTED TO PARACHUTE TO SAFETY. THE PILOT OF N295SZ WAS ABLE TO LAND HIS SAILPLANE SAFELY.

Brief of Accident (Continued)

File No. - 459

4/22/88

CHESTER, SC

A/C Reg. No. N45BD

Time (Lcl) - 1530 EDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

3. WING, SPAR - FAILURE, PARTIAL
4. FLIGHT CONTROL, AILERON - DISABLED
5. MISC EQPT/FURNISHINGS, PARACHUTE/DAG CHUTE - ENGAGED

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 562 4/21/88 RAPID CITY,SD A/C Reg. No. N2720F Time (Lcl) - 1037 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 1	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 182J	Eng Make/Model - CONTINENTAL O-470-LCR	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	BROADUS,MT	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	RAPID CITY,SD	RAPID CITY REGIONAL
Wind Dir/Speed- 070/011 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 4.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 8700/ 150
Lowest Sky/Clouds - UNK/NR SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 900 FT BROKEN	Type Apch/Lndg - VOR/DME	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - DRIZZLE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3533
SE LAND,ME LAND	Months Since - 1	Last 24 Hrs - 2
	Aircraft Type - C-182J	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- 764
		Last 90 Days- 39

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RECEIVED A WX BRIEFING PRIOR TO DEPARTURE FROM MILES CITY, MT. THE BRIEFING INDICATED WX CONDITIONS LESS THAN VFR WITH ICING CONDITIONS. THE PLT DEPARTED AND LANDED APPROXIMATELY 1 HOUR LATER TO REMOVE ICE FROM HIS ACFT. THE PLT DEPARTED A SECOND TIME AND, WHILE ENROUTE, ENCOUNTERED LOWER CEILINGS & VIS. THE PLT ATTEMPTED TO EXECUTE THE VOR/DME 14 APPROACH TO RAPID CITY. WITNESSES SAW THE ACFT FLYING AT A LOW ALTITUDE WITH THE WINGS ROCKING. THE ON-SCENE INVESTIGATION REVEALED APPROXIMATELY ONE INCH OF ICE ACCUMULATION ON THE LEADING EDGES OF THE WINGS, HORIZONTAL, AND VERTICAL STABILIZERS.

Brief of Accident (Continued)

File No. - 562

4/21/88

RAPID CITY, SD

A/C Reg. No. N2720F

Time (Lc1) - 1037 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. HAZARDOUS WEATHER ADVISORY - DISREGARDED - PILOT IN COMMAND
2. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - ICING CONDITIONS
6. ANTI-ICE/DE-ICE SYSTEM - LACK OF

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

7. WING - ICE
8. HORIZONTAL STABILIZER SURFACE - ICE
9. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

10. TERRAIN CONDITION - OPEN FIELD
11. TERRAIN CONDITION - SNOW COVERED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,7,8,9

Factor(s) relating to this accident is/are finding(s) 1,2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 583 6/01/88 GETTYSBURG,SD A/C Reg. No. N2123Z Time (Lcl) - 2045 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2

-----Aircraft Information-----

Make/Model - CESSNA 180
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - CONTINENTAL D-470-R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- LIGHT AND VARIABLE
Visibility - 45.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 8000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAKE PRESTON,SD
Destination
SOUTH WHITLOCK,SD

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data

SOUTH WHITLOCK
Runway Ident - 29
Runway Lth/Wid - 2500/ 150
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 44
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 3605	Last 24 Hrs - 1
Make/Model- 107	Last 30 Days- 7
Instrument- 11	Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

THE COMMERCIAL PLT AND TWO PASSENGERS WERE FLYING TO A FISHING CAMP. DURING LANDING ROLL THE PLT APPLIED BRAKES TO TURN OFF THE RUNWAY. THE NOSE GOT TOO FAR AROUND AND DIRECTIONAL CONTROL WAS LOST. THE AIRPLANE GROUND LOOPED TO THE LEFT. THE RIGHT WING, RIGHT LANDING GEAR AND RIGHT ELEVATOR WERE DAMAGED. THE PLT REPORTED THAT THE WIND WAS LIGHT AND VARIABLE.

Brief of Accident (Continued)

File No. - 583

6/01/88

GETTYSBURG, SD

A/C Reg. No. N2123Z

Time (Lc1) - 2045 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - GRASS

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 582 6/04/88 FERNEY,SD A/C Reg. No. N8802Z Time (Lcl) - 0730 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -AERIAL APPLICATION	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 137	NONE	0	1	0	0
Accident Occurred During -DESCENT		0	0	0	0

-----Aircraft Information-----

Make/Model - EAGLE DW-1	Eng Make/Model - LYCOMING IO-540-M1B5D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	STRATFORD,SD	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FERNEY,SD	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1800
SE LAND	Months Since - 15	Make/Model- 550
	Aircraft Type - C-172RG	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 25
		Last 90 Days- 100

Instrument Rating(s) - NONE

-----Narrative-----

THE AG PLT REPORTED THAT HE ENCOUNTERED A "DUST DEVIL" WHILE IN A CLIMBING TURN DURING A TURNAROUND AT THE END OF A SWATH RUN. HE SAID HE ATTEMPTED TO COUNTER THE TURBULENCE ENDUCED ROLL WITH APPROPRIATE FLT CONTROL INPUTS BUT THE ACFT DID NOT RECOVER AND BEGAN AN OUT-OF-CONTROL DESCENT TO THE GROUND.

Brief of Accident (Continued)

File No. - 582

6/04/88

FERNEY,SD

A/C Reg. No. N8802Z

Time (Lc1) - 0730 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. WEATHER CONDITION - TURBULENCE
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 457 7/05/88 SIOUX FALLS, SD A/C Reg. No. N62243 Time (Lcl) - 0840 CDT

-----Basic Information-----

Type Operating Certificate-EXTERNAL LOAD

Type of Operation -OTHER WORK USE
Flight Conducted Under -14 CFR 133
Accident Occurred During -HOVER

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

		Injuries			
		Fatal	Serious	Minor	None
		0	0	1	0
		0	0	0	0

-----Aircraft Information-----

Make/Model - SIKORSKY S-58J
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 12700
No. of Seats - 18

Eng Make/Model - WRIGHT R-1820-84C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 1475 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 150/009 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND
HELICOPTER

Age - 49

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - S-58J

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 12208	Last 24 Hrs	- 2
Make/Model-	2250	Last 30 Days-	30
Instrument-	291	Last 90 Days-	50
Multi-Eng	- 300	Rotorcraft	- 11392

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

N62243 WAS BEING USED TO LIFT AIR CONDITIONING UNITS TO THE TOP OF A SHOPPING MALL. THE PLT STATED THAT HE WAS ON THE 16TH LIFT OF THE DAY AND HAD JUST TAKEN OFF WHEN HE HEARD TWO LOUD POPS AND THE ENGINE LOST POWER. AFTER JETTISONING THE LOAD HE EXECUTED AN AUTOROTATIVE LANDING. ACCORDING TO THE PILOT THE AIRCRAFT MADE A VERY HARD LANDING. THE INVESTIGATION REVEALED THE ACCESSORY DRIVE AND STARTER SHAFT HAD SHEARED ON THE FORWARD END, IN THE SPLINED AREA.

Brief of Accident (Continued)

File No. - 457

7/05/88

SIoux FALLS, SD

A/C Reg. No. N62243

Time (Lc1) - 0840 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB
1. ACCESSORY DRIVE ASSY, DRIVE SHAFT - SHEARED
2. LOAD JETTISON - PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
3. AUTOROTATION - PERFORMED - PILOT IN COMMAND
4. ALTITUDE - INADEQUATE -

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 484 3/06/88 KNOXVILLE, TN A/C Reg. No. N3818U Time (Lcl) - 1540 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL				
Flight Conducted Under	-14 CFR 91	Crew 2	0	0	0
Accident Occurred During	-APPROACH	Pass 0	0	0	0
		Other 0	0	0	2

-----Aircraft Information-----

Make/Model - BEECH 77
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1675
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 115 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 300/010 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - 7500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

KNOXVILLE DOWNTOWN ISLAND
Runway Ident - 26
Runway Lth/Wid - 3500/ 75
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 23
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - BE-76

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1058
Last 24 Hrs - 4
Make/Model- UNK/NR
Last 30 Days- 84
Instrument- 139
Last 90 Days- 231
Multi-Eng - 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CESSNA MADE A LONG STRAIGHT IN FINAL APPROACH. THE AIRCRAFT'S RADIO TRANSMITTER WAS INOP. AFTERWARD THE CESSNA PIC RPTD THAT INITIALLY HE SAW THE BEECH ON A LEFT BASE. LATER HE STATED THE BEECH WAS HEADING AWAY FROM THE TRAFFIC PATTERN. WITNESSES DESCRIBED THE BEECH FLYING A NORMAL TRAFFIC PATTERN AND ARRIVING ON FINAL ABOVE & SLIGHTLY BEHIND THE CESSNA. THE BEECH BEGAN A STEEPER, FASTER DESCENT & COLLIDED WITH THE CESSNA FROM BEHIND. THE INVESTIGATION UNCOVERED INTENSE ANIMOSITY BETWEEN THE CESSNA OPERATORS AND THE FLIGHT SCHOOL WHERE THE BEECH WAS BASED. CORPORATE PILOTS COMPLAINED ABOUT TRAFFIC PATTERN DISCOURTESY BY TWO ACFT WHOSE DESCRIPTIONS MATCHED THE ACFT INVOLVED IN THIS COLLISION. A WITNESS REPORTED HEARING THE BEECH MAKING POSITION REPORTS IN THE PATTERN. ANOTHER WITNESS STATED THAT THE CESSNA RADIO WAS RECEIVING SATISFACTORILLY.

Brief of Accident (Continued)

File No. - 484

3/06/88

KNOXVILLE, TN

A/C Reg. No. N3818U

Time (Lc1) - 1540 EST

Occurrence #1 MIDAIR COLLISION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
3. TERRAIN CONDITION - DIRT BANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 484 3/06/88 KNOXVILLE, TN A/C Reg. No. N60371 Time (Lcl) - 1540 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-APPROACH				
		Crew	0	0	0
		Pass	0	0	1
		Other	2	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

MINOR
Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 300/010 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - 7500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

KNOXVILLE DOWNTOWN ISLAND
Runway Ident - 26
Runway Lth/Wid - 3500/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 39
Biennial Flight Review
Current - NO
Months Since - 56
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED
Flight Time (Hours)

Total	- 185	Last 24 Hrs -	2
Make/Model-	158	Last 30 Days-	UNK/NR
Instrument-	3	Last 90 Days-	2

Instrument Rating(s) - NONE

-----Narrative-----

A CESSNA MADE A LONG STRAIGHT IN FINAL APPROACH. THE AIRCRAFT'S RADIO TRANSMITTER WAS INOP. AFTERWARD THE CESSNA PIC RPTED THAT INITIALLY HE SAW THE BEECH ON A LEFT BASE. LATER HE STATED THE BEECH WAS HEADING AWAY FROM THE TRAFFIC PATTERN. WITNESSES DESCRIBED THE BEECH FLYING A NORMAL TRAFFIC PATTERN AND ARRIVING ON FINAL ABOVE & SLIGHTLY BEHIND THE CESSNA. THE BEECH BEGAN A STEEPER, FASTER DESCENT & COLLIDED WITH THE CESSNA FROM BEHIND. THE INVESTIGATION UNCOVERED INTENSE ANIMOSITY BETWEEN THE CESSNA OPERATIONS AND THE FLIGHT SCHOOL WHERE THE BEECH WAS BASED. CORPORATE PILOTS COMPLAINED ABOUT TRAFFIC PATTERN DISCOURTESY BY TWO ACFT WHOSE DESCRIPTIONS MATCHED THE ACFT INVOLVED IN THIS COLLISION. A WITNESS REPORTED HEARING THE BEECH MAKING POSITION REPORTS IN THE PATTERN. ANOTHER WITNESS STATED THAT THE CESSNA RADIO WAS RECEIVING SATISFACTORILLY.

Brief of Accident (Continued)

File No. - 484

3/06/88

KNOXVILLE, TN

A/C Reg. No. N60371

Time (Lc1) - 1540 EST

Occurrence #1 MIDAIR COLLISION

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. COMM/NAV EQUIPMENT, TRANSMITTER - INOPERATIVE
3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 404 3/20/88 WHITWELL, TN A/C Reg. No. N209K Time (Lcl) - 1302 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0	0
Accident Occurred During -DESCENT			0	0	0	0

-----Aircraft Information-----

Make/Model - SLINGSBY DART T-51	Eng Make/Model - N/A	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - 815	Engine Type - N/A		
No. of Seats - 1	Rated Power - N/A		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 101
	Months Since - UNK/NR	Make/Model- 42
GLIDER	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE GLIDER WAS OBSERVED TO MAKE A NORMAL RELEASE. WHILE STILL IN A TURN IT ENCOUNTERED A WIND SHEAR AND ROLLED INTO A VERTICAL BANK. IT SIDESLIPPED FOR A FEW SECONDS THEN THE NOSE DROPPED INTO A VERTICAL DIVE. THE PILOT STATED THAT WHEN HE ATTEMPTED TO PULL OUT INTO LEVEL FLIGHT THE ACFT BROKE APART. THE PLT USED THE PARACHUTE AND RECEIVED A BROKEN ANKLE. THE PRIVATE PILOT TEST STANDARD DOES NOT ADDRESS HIGH SPEED UNUSUAL ATTITUDE RECOVERIES IN GLIDERS.

Brief of Accident (Continued)

File No. - 404

3/20/88

WHITWELL, TN

A/C Reg. No. N209K

Time (Lc1) - 1302 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - WINDSHEAR
2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. INADEQUATE INITIAL TRAINING - FLIGHT INSTRUCTOR(ON GROUND)
4. INSUFFICIENT STANDARDS/REQUIREMENTS, AIRMAN - FAA(ORGANIZATION)

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

5. WING, SPAR - OVERLOAD
6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

Occurrence #3 MISCELLANEOUS/OTHER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. EVACUATION - INTENTIONAL - PILOT IN COMMAND
8. MISC EQPT/FURNISHINGS, PARACHUTE/DAG CHUTE - ENGAGED

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,6

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 543 3/22/88 SEVIERVILLE, TN A/C Reg. No. N9272S Time (Lcl) - 1330 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	1	Serious	Minor	None
Accident Occurred During -DESCENT			3	0	0	0

-----Aircraft Information-----

Make/Model - BEECH C23	Eng Make/Model - LYCOMING O-360-A4K	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	KNOXVILLE, TN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 250/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 210
SE LAND	Months Since - 5	Last 24 Hrs - 1
	Aircraft Type - B-23	Make/Model- 20
		Instrument- 50
		Multi-Eng - 25
		Last 30 Days- 5
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS NOT CERTIFIED FOR ACROBATIC FLIGHT. ACCORDING TO SEVERAL WITNESSES THE PILOT WAS PRACTICING ACROBATICS WITH THREE PASSENGERS ON BOARD. THE PILOT LOST CONTROL OF THE AIRCRAFT AND DID NOT RECOVER.

Brief of Accident (Continued)

File No. - 543

3/22/88

SEVIERVILLE, TN

A/C Reg. No. N9272S

Time (Lcl) - 1330 EST

Occurrence #1 ABRUPT MANEUVER
Phase of Operation MANEUVERING

Finding(s)

1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
2. AEROBATICS - ATTEMPTED - PILOT IN COMMAND
3. OSTENTATIOUS DISPLAY - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

5. STALL - INADVERTENT - PILOT IN COMMAND
6. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
7. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. TERRAIN CONDITION - DIRT BANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5

Factor(s) relating to this accident is/are finding(s) 3,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 427 7/30/88 PARSON,TN A/C Reg. No. N38573 Time (Lcl) - 1650 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	3
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - BEECH V35B	Eng Make/Model - CONTINENTAL IO-520-B1	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	COLUMBUS,MS	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	CAMDEN,TN	PARSON SCOTT FIELD
Wind Dir/Speed- 260/005 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 75
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 12000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 278
SE LAND	Months Since - 20	Make/Model- 220
	Aircraft Type - B-35	Instrument- 4
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT SHORTLY AFTER A HEAVY WEATHER SYSTEM PASSED OVER, HE ATTEMPTED A TAKEOFF FROM A WET RUNWAY. DURING THE TAKEOFF ROLL HE DID NOT ALLOW THE AIRSPEED TO ACCELERATE TO THE LIFT OFF SPEED. AS HE PREMATURELY LIFTED OFF HE LOST DIRECTIONAL CONTROL AND VEERED OFF THE RUNWAY. THE PILOT STATED THAT ROTATION SHOULD NEVER BE STARTED UNTIL TAKEOFF SPEED IS REACHED.

Brief of Accident (Continued)

File No. - 427

7/30/88

PARSON, TN

A/C Reg. No. N38573

Time (Lcl) - 1650 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN
1. AIRSPEED(VLOF) - NOT OBTAINED - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. ROTATION - PREMATURE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
4. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 585 8/02/88 ASHLAND CITY, TN A/C Reg. No. N223RD Time (Lcl) - 1950 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	1	0	0
Accident Occurred During - DESCENT			0	0	1
					0

-----Aircraft Information-----

Make/Model - VAN RV-4	Eng Make/Model - CONTINENTAL IO-360	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	NASHVILLE, TN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 310/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 110
SE LAND	Months Since - 10	Make/Model- 12
	Aircraft Type - C-172	Instrument- 0
		Last 24 Hrs - 5
		Last 30 Days- 13
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

FOLLOWING A BRIEF AERIAL DEMONSTRATION OF THE RECENTLY ACQUIRED HOMEBUILT ACFT TO THE PILOT'S CFI, THE PILOT REPORTEDLY ELECTED TO FLY AT LOW LEVEL OVER THE CUMBERLAND RIVER. THE ACFT COLLIDED WITH AN UNMARKED U.S. ARMY CORP OF ENG CABLE THAT CROSSED THE RIVER AT APPROX. 70' AGL AND IMPACTED THE WATER. THE CFI SURVIVED THE ACCIDENT, HOWEVER, WAS UNABLE TO RESCUE THE PILOT. THE ACFT SANK IN APPROX. 20' OF WATER. THE CFI REPORTED THAT THERE WERE NO MECHANICAL DISCREPANCIES WITH THE ACFT PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 585

8/02/88

ASHLAND CITY, TN

A/C Reg. No. N223RD

Time (Lc1) - 1950 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. OBJECT - WIRE, STATIC
2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 557 1/02/88 MINEOLA QUITMAN, TX A/C Reg. No. N3709X Time (Lcl) - 1515 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	1	0
Pass		0	0	1	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - AERO COMMANDER 100-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A2F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 060/007 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 15000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LITTLE ROCK, AR

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - TOUCH AND GO

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

QUITMAN ARPT.
Runway Ident - 36
Runway Lth/Wid - 3400/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 49

Biennial Flight Review

Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1444	Last 24 Hrs	- 3
Make/Model-	22	Last 30 Days-	UNK/NR
Instrument-	144	Last 90 Days-	22
Multi-Eng	- 40		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A PRACTICE TOUCH AND GO LANDING, THE ENGINE BACK FIRED AND THEN SURGED. AT ABOUT 150' AGL THE ENGINE RPM DROPPED ABOUT 80% AND THE PILOT ATTEMPTED TO MAKE AN EMERGENCY LANDING IN AN OPEN FIELD. THE AIRCRAFT FLEW OVER A TRASH DUMP AND BETWEEN TWO TREES. WHILE ATTEMPTING TO CLEAR A FENCE THE STALL WARNING HORN WENT OFF. THE AIRCRAFT CONTACTED THE GROUND LEFT MAIN AND WING FIRST CAUSING SUBSTANTIAL DAMAGE. EXAMINATION OF THE ENGINE FOUND THAT THE ENGINE EXHAUST MUFFLER HAD FAILED INTERNALLY BLOCKING THE EXHAUST OUTLET.

Brief of Accident (Continued)

File No. - 557

1/02/88

MINEOLA QUITMAN, TX

A/C Reg. No. N3709X

Time (Lcl) - 1515 CST

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. CLIMB - NOT POSSIBLE -
2. EXHAUST SYSTEM, MUFFLER - FAILURE, PARTIAL
3. EXHAUST SYSTEM, MUFFLER - BLOCKED(PARTIAL)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
6. FLARE - NOT POSSIBLE -

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 509 2/20/88 BIG SPRING, TX A/C Reg. No. N29779 Time (Lcl) - 1425 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - TAYLORCRAFT BC12-D
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1200
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-B2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 230/016 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

EDWARDS RANCH PRVT STRIP
Runway Ident - 19
Runway Lth/Wid - 520 -UNK/NR
Runway Surface - UNK/NR
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 55
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - BC12-D

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 5870	Last 24 Hrs	- 1
Make/Model-	125	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng -	15	Rotorcraft -	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS ON A LOCAL PLEASURE FLIGHT PRACTICING AEROBATIC MANEUVERS IN THE VICINITY OF THE AIRPORT. WITNESSES THOUGHT THE PILOT WAS ENTERING THE PATTERN FOR LANDING AT THE COMPLETION OF THE AEROBATIC PRACTICE. THEY NOTED A POWER REDUCTION AFTER WHICH THE AIRCRAFT ASSUMED AN APPROXIMATE 45 DEGREES NOSE DOWN ATTITUDE THAT CONTINUED UNTIL IT COLLIDED WITH THE GROUND. POST MORTEM STUDIES SHOWED MARKED ATHEROSCLEROTIC CARDIOVASCULAR DISEASE, WITH SIGNIFICANT THREE VESSEL CORONARY ARTERY DISEASE. BOTH THE PATHOLOGIST AND THE PARTICIPATING FAA ASSISTANT REGIONAL FLIGHT SURGEON CONSIDERED THAT THE PILOT PROBABLY HAD A SUDDEN SEVERE INFLIGHT INCAPACITATION IN THIS INSTANCE.

Brief of Accident (Continued)

File No. - 509

2/20/88

BIG SPRING, TX

A/C Reg. No. N29779

Time (Lcl) - 1425 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH

Finding(s)

1. INCAPACITATION(HEART ATTACK) - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 454 5/15/88 ST. GEORGE, UT A/C Reg. No. N732BR Time (Lcl) - 1715 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	0	0	0	1
Flight Conducted Under	-14 CFR 91	Pass	0	0	0	1
Accident Occurred During -LANDING - FLARE/TOUCHDOWN						

-----Aircraft Information-----

Make/Model	- CESSNA 210L	Eng Make/Model	- CONTINENTAL IO-520-H4A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 285 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	SALT LAKE CITY, UT	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	SAINT GEORGE
Wind Dir/Speed	- 070/007 KTS	ATC/Airspace	Runway Ident
Visibility	- 30.0 SM	Type of Flight Plan	- 16
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- 6101/ 100
Lowest Ceiling	- NONE	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 238	Last 24 Hrs - 4
SE LAND	Months Since - 7	Make/Model - 50	Last 30 Days - UNK/NR
	Aircraft Type - C-210	Instrument - 3	Last 90 Days - 43

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PLT AND HIS WIFE WERE LANDING AT THEIR DESTINATION. JUST PRIOR TO TOUCHDOWN THE AIRCRAFT ENCOUNTERED STRONG WIND GUSTS. DIRECTIONAL CONTROL WAS LOST AND AT TOUCHDOWN THE LANDING GEAR COLLAPSED. THE AIRCRAFT WAS PUSHED OFF TO THE RIGHT OF THE RUNWAY. THE WINDS WERE REPORTED AS 070 DEGREES AT 7, GUSTING TO 35.

Brief of Accident (Continued)

File No. - 454

5/15/88

ST. GEORGE, UT

A/C Reg. No. N732BR

Time (Lcl) - 1715 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. AIRCRAFT PERFORMANCE - EXCEEDED

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

7. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 487 6/30/88 ROANOKE,VA A/C Reg. No. N434N Time (Lc1) - 1315 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -FERRY	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - TRAVEL AIR D4D	Eng Make/Model - LYCOMING IO-360	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 2650	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	DAYTON,OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ROANOKE,VA	ROANOKE REGIONAL
Wind Dir/Speed- 130/003 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5800/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 2500 FT BROKEN	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 64	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - YES	Total - 27000
SE LAND,ME LAND,ME SEA	Months Since - 1	Last 24 Hrs - 6
	Aircraft Type - A-23	Make/Model- 200
		Instrument- 4400
		Last 30 Days- 52
		Last 90 Days- 110
		Multi-Eng - 23500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT DURING THE LANDING ROLL THE TAIL WHEEL BEGAN TO SHIMMY. HE STATED THAT SINCE THERE WAS NOT ENOUGH AIRSPEED TO LIFT THE TAIL OF THE ACFT, HE APPLIED BRAKES IN AN ATTEMPT TO SLOW THE ACFT. AT THIS TIME THE ACFT VEERED TO THE RIGHT. HE APPLIED LEFT BRAKE TO STRAIGHTEN THE ACFT BUT THE BRAKE WAS INEFFECTIVE. TO PREVENT THE ACFT FROM TRAVELING OFF THE RUNWAY AND ONTO THE TAXIWAY WHERE WORKMEN AND EQUIPMENT WERE PRESENT, THE PLT GROUNDLOOPEED THE AC FT. THE PLT REPORTEDLY SERVICED THE BRAKES JUST PRIOR TO THIS FLT. THE ACFT WAS MOVED AFTER THE ACCIDENT BEFORE IT COULD BE INSPECTED.

Brief of Accident (Continued)

File No. - 487

6/30/88

ROANOKE,VA

A/C Reg. No. N434N

Time (Lc1) - 1315 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, TAILWHEEL ASSEMBLY - VIBRATION
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. LANDING GEAR, NORMAL BRAKE SYSTEM - UNDETERMINED

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR, MAIN GEAR STRUT - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 488 7/24/88 WINDSOR, VA A/C Reg. No. N31253 Time (Lcl) - 1815 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -GLIDER TOW	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BELLANCA 7GCAA	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WINDSOR, VA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	GARNER
Wind Dir/Speed- 130/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, MILITARY	Current - YES	Total - 1900
SE LAND, ME LAND	Months Since - 10	Make/Model- 170
GLIDER	Aircraft Type - A6E	Instrument- UNK/NR
		Multi-Eng - 1050
		Last 24 Hrs - 4
		Last 30 Days- 12
		Last 90 Days- 82
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON LONG FINAL AFTER A GLIDER TOW FLIGHT THE ENG LOST POWER. A FORCED LANDING WAS MADE IN AN OPEN FIELD AND WHEN THE PLT APPLIED BRAKES, THE ACFT NOSED OVER. POST ACCIDENT EXAM OF THE ACFT REVEALED 1 GALLON OF FUEL REMAINED. THE PLT REPORTED THAT HE INITIATED THE FLT WITH 3 GALLONS OF FUEL ON BOARD. THE ACFT OPERATOR STATED IT WAS STANDARD PROCEDURE FOR THE TOW ACFT TO TAKEOFF WITH THE MINIMUM AMOUNT OF FUEL ON BOARD TO COMPLETE THE FLIGHT.

Brief of Accident (Continued)

File No. - 488

7/24/88

WINDSOR,VA

A/C Reg. No. N31253

Time (Lcl) - 1815 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
3. FLUID,FUEL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 593 4/10/88 WALLA WALLA, WA A/C Reg. No. N736KG Time (Lcl) - 1110 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					None
					1
					2

-----Aircraft Information-----

Make/Model - CESSNA 172XP	Eng Make/Model - CONTINENTAL IO-360-K	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 195 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- LIGHT AND VARIABLE</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point ENTERPRISE, OR</p> <p>Destination WALLA WALLA, WA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - WET SOFT</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 36</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 22</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 91</p> <p>Make/Model- 7</p> <p>Instrument- 1</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 2</p>
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Instrument Rating(s) - NONE

-----Narrative-----

DURING DESCENT FOR LANDING THE PILOT NOTED A SURGE COMING FROM THE ENGINE AREA, ACCOMPANIED BY AN INCREASE IN RPM'S. BOTH THE OIL TEMPERATURE AND THE OIL PRESSURE GAUGES WERE READING ZERO. THE CYLINDER HEAD TEMPERATURE HAD REACHED 500 DEGREES AND SMOKE WAS COMING FROM THE ENGINE AREA. THE PILOT THEN SHUT DOWN THE ENGINE. LANDING WAS ACCOMPLISHED ONTO A SOFT COW PASTURE. DURING LANDING ROLL THE AIRCRAFT NOSED OVER INVERTED. METALLURGICAL EXAMINATION REVEALED HEAT DAMAGE AND OVERSTRESS FRACTURES OF THE COMPONENTS EXAMINED. THE OIL PUMP DRIVE KEY WAS FOUND TO HAVE SHEARED.

Brief of Accident (Continued)

File No. - 593

4/10/88

WALLA WALLA, WA

A/C Reg. No. N736KG

Time (Lc1) - 1110 PDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation DESCENT - NORMAL

Finding(s)

1. LUBRICATING SYSTEM,OIL PRESSURE PUMP - SHEARED
 2. FLUID,OIL - NO PRESSURE
 3. ENGINE ASSEMBLY,CYLINDER - OVERTEMPERATURE
 4. POWERPLANT - SMOKE
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 592 6/03/88 OLYMPIA, WA A/C Reg. No. N90134 Time (Lcl) - 2030 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -LANDING			0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 175	Eng Make/Model - CONTINENTAL GO-300-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 175 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	LONG BEACH, WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	OLYMPIA, WA	OLYMPIA
Wind Dir/Speed- 300/007 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5399/ 150
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 100
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER REDUCING POWER IN ORDER TO LAND ONTO THE RUNWAY A TOTAL LOSS OF POWER OCCURRED. THE AIRCRAFT WAS LANDED SHORT OF THE RUNWAY AND DURING LANDING ROLL A DITCH WAS STRUCK COLLAPSING THE RIGHT MAIN AND NOSE GEAR. AIRCRAFT INSPECTION REVEALED 2 2/3 GALLONS OF FUEL REMAINING IN THE LEFT WING FUEL TANK. NO FUEL WAS FOUND IN THE RIGHT MAIN FUEL TANK. THE AIRCRAFT HAD SAT ON THE GROUND FOR TWO DAYS PRIOR TO EXAMINATION AND A FUEL LINE WAS FOUND RUPTURED. THE SPARK PLUGS SHOWED SIGNS OF A VERY LEAN MIXTURE BEING USED. NO MECHANICAL REASON FOR A POWERPLANT FAILURE WAS FOUND. THE PILOT FAILED TO COMPLETE AN ACC REPORT.

Brief of Accident (Continued)

File No. - 592

6/03/88

OLYMPIA, WA

A/C Reg. No. N90134

Time (Lcl) - 2030 PDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation LANDING

Finding(s)

1. POWERPLANT CONTROLS - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL
2. LANDING GEAR, NOSE GEAR - COLLAPSED
3. LANDING GEAR, MAIN GEAR - COLLAPSED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 554 6/18/88 BELLEVUE,WA A/C Reg. No. N17795 Time (Lcl) - 1406 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage

DESTROYED

Fire

NONE

Fatal

Crew

0

Pass

0

Other

0

Injuries

Serious

0

Minor

1

None

0

0

0

4

0

-----Aircraft Information-----

Make/Model - BEECH 58P
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5995
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-L(4) ELT Installed/Activated - YES-UNK/NR

Number Engines - 2

Stall Warning System - YES

Engine Type - RECIP-FUEL INJECTED

Rated Power - 310 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 180/010 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 2500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CHELAN,WA

Destination

SEATTLE,WA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - UNK/NR

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND,ME LAND

Age - 63

Biennial Flight Review

Current - YES

Months Since - 24

Aircraft Type - BE-58P

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1108

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 1

Last 30 Days- 5

Last 90 Days- 9

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT 20 GALLONS OF FUEL WAS ADDED ON MAY 18 AND STATED THIS BROUGHT THE MAIN TANKS UP TO NEAR FULL (160 GAL). BETWEEN THAT FUELING AND THE ACC A TOTAL OF 6.0 HOURS WERE RECORDED AND AN ADDITIONAL 80 GALLONS OF FUEL WAS ADDED. RECORDS AT THE ACC SITE REVEALED THAT THE FUEL BURN RATE OF THE ACFT WAS 40 GAL/HR (TOTAL). THE PLT REPORTED THAT HE RELIED ON THE EXTERNAL WING SITE GAUGES AND KNOWN FUEL ADDED FOR FUEL INFORMATION RATHER THAN THE COCKPIT GAUGES WHICH HE CONSIDERED UNRELIABLE. ADDITIONALLY, THE PLT PREFERRED NOT TO 'TOP OFF' THE FUEL SYSTEM TO KEEP THE ACFT WEIGHT LOW. AFTER DEPARTING FOR THE 98 NM RETURN TRIP TO SEATTLE THE ACFT EXHAUSTED ALL FUEL ABOARD APPROX 8 NM SHORT OF DEST. THE PLT THEN EXECUTED A FORCED LDG ONTO A DIVIDED RESIDENTIAL STREET WHICH WAS THE ONLY SUITABLE TERRAIN AVAILABLE. DURING THE LDG THE ACFT STRUCK A LIGHT POLE AND VEHICLE. POST ACC INVEST REVEALED THAT THE ACFT WAS NOT REFUELED AT CHELAN, WA FOR THE RETURN TRIP.

Brief of Accident (Continued)

File No. - 554

6/18/88

BELLEVUE,WA

A/C Reg. No. N17795

Time (Lc1) - 1406 PDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INACCURATE - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE
5. OBJECT - UTILITY POLE
6. OBJECT - VEHICLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 564

6/29/88

SKYKOMISH, WA

A/C Reg. No. N2RE

Time (Lcl) - 1030 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
Crew 1	0	0	0
Pass 1	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 150F
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - UNK/NR
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CASHMERE, WA
Destination
UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 64

Biennial Flight Review

Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1703	Last 24 Hrs - 8
Make/Model- UNK/NR	Last 30 Days- 17
Instrument- UNK/NR	Last 90 Days- 26
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE NONINSTRUMENT RATED PILOT WAS ATTEMPTING TO FOLLOW US HIGHWAY 2 WESTBOUND ACROSS THE CASCADES MOUNTAINS. ACCORDING TO SEVERAL WITNESSES UPON CRESTING THE STEVENS PASS AREA AT AN ALTITUDE OF 4300 FEET MSL (APPROXIMATELY 250 FEET AGL) HE ENCOUNTERED LOW CLOUDS AND REDUCED VISIBILITY. THE PILOT THEN FLEW INTO CLOUDS DURING WHICH A DESCENDING CLOCKWISE COURSE CHANGE BACK TOWARDS THE NORTHEAST WAS ATTEMPTED. WHILE THE PILOT WAS MANEUVERING THE AIRCRAFT IN A SHALLOW LEFT TURN THE AIRCRAFT COLLIDED WITH A TREE. CONTROL OF THE AIRCRAFT WAS LOST AND THE AIRCRAFT THEN COLLIDED WITH TERRAIN DURING AN UNCONTROLLED DESCENT.

Brief of Accident (Continued)

File No. - 564

6/29/88

SKYKOMISH,WA

A/C Reg. No. N2RE

Time (Lc1) - 1030 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - FOG
3. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

4. OBJECT - TREE(S)
5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 430

7/08/88

SEATTLE,WA

A/C Reg. No. N67679

Time (Lcl) - 1730 PDT

-----Basic Information-----

Type Operating Certificate-COMMUTER

Name of Carrier -KENMORE AIR HARBOR, INC.

Type of Operation -SCHEDULED,DOMESTIC,PASSENGER

Flight Conducted Under -14 CFR 135

Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Fatal

0

Crew

0

Pass

0

Injuries

Serious

0

Minor

0

None

1

2

-----Aircraft Information-----

Make/Model - DEHAVILLAND DHC-2

Landing Gear - FLOAT

Max Gross Wt - 5090

No. of Seats - 8

Eng Make/Model - P & W R-985

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 450 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 320/007 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SEATTLE,WA

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

FULL STOP

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

LAKE UNION

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - WATER

Runway Status - WATER - CHOPPY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND,SE SEA

Age - 37

Biennial Flight Review

Current - YES

Months Since - 17

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1150 Last 24 Hrs - 3

Make/Model- 17 Last 30 Days- 47

Instrument- 164 Last 90 Days- 100

Multi-Eng - 500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON THE FIRST LEG OF THE SCHEDULED FLOAT PLANE FLIGHT THE PLT HAD LANDED ON LAKE UNION TO EMBARK ADDL PAX. AS THE ACFT DECELERATED "OFF THE STEP," A POWER BOAT CONVERGED ON ACFT PATH. PLT MADE RUDDER INPUT TO AVOID COLLISION AND WINGTIP CONTACTED WATER.

Brief of Accident (Continued)

File No. - 430

7/08/88

SEATTLE,WA

A/C Reg. No. N67679

Time (Lc1) - 1730 PDT

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - ROLL

Finding(s)

1. WATER LOOP/SWERVE - INTENTIONAL -
 2. CLEARANCE - NOT MAINTAINED - DRIVER OF VEHICLE
 3. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 440 7/20/88 EASTSOUND,WA A/C Reg. No. N2748K Time (Lc1) - 1300 PDT

-----Basic Information-----

Type Operating Certificate-COMMUTER

Type of Operation -POSITIONING
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	1	0
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 180K
Landing Gear - FLOAT
Max Gross Wt - 3190
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-520-KAHI
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 270 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SEATTLE,WA
Destination
NANAIMO,CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,ATP
SE LAND,ME LAND,SE SEA

Age - 27
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

		Flight Time (Hours)	
Total	- 7017	Last 24 Hrs	- 1
Make/Model-	20	Last 30 Days-	77
Instrument-	584	Last 90 Days-	224
Multi-Eng	- 3191		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT WAS CRUISING AT 200 FEET OVER THE WATER, LOOKED DOWN TO GET A CHART UNDER HIS SEAT AND COLLIDED WITH THE WATER.

Brief of Accident (Continued)

File No. - 440

7/20/88

EASTSOUND,WA

A/C Reg. No. N2748K

Time (Lc1) - 1300 PDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - WATER
2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. DIVERTED ATTENTION - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 437 7/21/88 COLFAX, WA A/C Reg. No. N8974H Time (Lcl) - 0600 PDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	0	0	0
Accident Occurred During	-TAKEOFF						

-----Aircraft Information-----

Make/Model	- SCHWEIZER G164A	Eng Make/Model	- P&W R-985-AN1	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 4500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 450 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAWN</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SAME AS ACC/INC</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3200
SE LAND	Months Since - 4	Make/Model- 1500
	Aircraft Type - AC-100	Instrument- 0
		Last 24 Hrs - 12
		Last 30 Days- 100
		Last 90 Days- 300

Instrument Rating(s) - NONE

-----Narrative-----

ON DEPARTURE WITH A LOAD OF CHEMICAL, AG PLT ATTEMPTED TO OUTCLIMB RISING TERRAIN AHEAD. THE AIRCRAFT COLLIDED WITH TERRAIN IN A STALL/MUSH.

Brief of Accident (Continued)

File No. - 437

7/21/88

COLFAX,WA

A/C Reg. No. N8974H

Time (Lc1) - 0600 PDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 2. TERRAIN CONDITION - RISING
 3. PERFORMANCE DATA - NOT USED - PILOT IN COMMAND
 4. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 6. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5

Factor(s) relating to this accident is/are finding(s) 2,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 439 7/29/88 FT. LEWIS, WA A/C Reg. No. N24995 Time (Lcl) - 1150 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	GRAY AAF
Wind Dir/Speed- 350/004 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3400/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE, COMMERCIAL	Current - YES	Total - 368
SE LAND	Months Since - 1	Make/Model- 24
HELICOPTER	Aircraft Type - C-152	Instrument- 154
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- 0
		Last 90 Days- 0
		Rotorcraft - 345

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PILOT HAD JUST RECEIVED HIS FIXED WING RATING. THE PILOT STATED THAT HE MADE A HARD LANDING. THE AIRCRAFT THEN BEGAN TO PORPOISE. ON THE THIRD BOUNCE THE NOSEGEAR FAILED AND THE AIRCRAFT DEPARTED THE RUNWAY. AS THE AIRCRAFT CAME TO REST A SMALL FIRE OCCURRED IN THE ENGINE COMPARTMENT. THE FIRE WAS EXTINGUISHED BY THE FIRE DEPARTMENT.

Brief of Accident (Continued)

File No. - 439

7/29/88

FT. LEWIS,WA

A/C Reg. No. N24995

Time (Lcl) - 1150 PDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 4. LANDING GEAR,NOSE GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 512 8/07/88 VERADALE,WA A/C Reg. No. N71035 Time (Lcl) - 1137 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
ON GROUND

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 230/008 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
COEUR D'ALENE,ID
Destination
VERADALE,WA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data

SKY MEADOWS
Runway Ident - 18
Runway Lth/Wid - 3500/ 125
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
HELICOPTER

Age - 45
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 3600	Last 24 Hrs - 2
Make/Model- 35	Last 30 Days- 2
Instrument- 650	Last 90 Days- 17
Multi-Eng - 80	Rotorcraft - 3000

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE PILOT STATED A HIGH SINK RATE DEVELOPED ON FINAL APPROACH WHICH HE WAS UNABLE TO ARREST WITH POWER. ACFT LANDED HARD AND SHORT, CONTACTING A 3-FT BERM AT END OF GRASS STRIP. DURING ROLL-OUT, FLAMES WERE NOTED IN AFT CABIN AREA. OCCUPANTS EXITED AND ACFT WAS CONSUMED BY FIRE.

Brief of Accident (Continued)

File No. - 512

8/07/88

VERADALE, WA

A/C Reg. No. N71035

Time (Lc1) - 1137 PDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 FIRE
Phase of Operation LANDING - ROLL

Finding(s)

2. FUSELAGE, CABIN - FIRE
 3. AIRPORT FIRE/RESCUE SERVICE, EQUIPMENT - UNAVAILABLE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 594 8/27/88 BREMERTON, WA A/C Reg. No. N2936 Time (Lcl) - 1835 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

		Injuries			
		Fatal	Serious	Minor	None
Substantial					
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - LATHAM ALCO COUPE
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 900
No. of Seats - 1

Eng Make/Model - CONTINENTAL A-65-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 050/006 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PORT ORCHARD, WA
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

BREMERTON NAT'L
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 26

Biennial Flight Review

Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 116	Last 24 Hrs	- 1
Make/Model	- 4	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 19
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT HAD ABOUT 4 HRS EXP IN MAKE AND MODEL AND 116 HRS TOTAL PILOT TIME. FLEW "ABOUT 2 HRS" ON 15 GALS FUEL AND WAS MAKING TOUCH AND GO LNDGS WHEN POWER WAS LOST. ACFT NOSED OVER DURING FORCED LNDG IN SOFT TERRAIN. THERE WAS NO EVIDENCE OF FUEL ON BOARD.

Brief of Accident (Continued)

File No. - 594

8/27/88

BREMERTON, WA

A/C Reg. No. N2936

Time (Lcl) - 1835 PDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL

Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

1. FLUID, FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER

Phase of Operation LANDING

Finding(s)

5. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 472 1/23/88 BARRON, WI A/C Reg. No. N7377V Time (Lcl) - 1400 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	2
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- BELLANCA 17-30	Eng Make/Model	- CONTINENTAL IO-520	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 300 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - PATWAS</p> <p>Method - TELEPHONE</p> <p>Completeness - PARTIAL, LMTD BY PILOT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed - 005/006 KTS</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds - N/A</p> <p>Lowest Ceiling - 6000 FT BROKEN</p> <p>Obstructions to Vision - NONE</p> <p>Precipitation - SNOW SHOWER</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">RICE LAKE, WI</p> <p>Destination</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p style="padding-left: 40px;">FULL STOP</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">BARRON MUNICIPAL</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 2500 -UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - SNOW - COMPACTED</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 49</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 20</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 3900</p> <p style="padding-left: 20px;">Make/Model - 2</p> <p style="padding-left: 20px;">Instrument - 0</p> <p style="padding-left: 20px;">Last 24 Hrs - UNK/NR</p> <p style="padding-left: 20px;">Last 30 Days - UNK/NR</p> <p style="padding-left: 20px;">Last 90 Days - 8</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT MISJUDGED ALTITUDE AND DISTANCE AND TOUCHED DOWN SHORT OF THE RUNWAY AND STRUCK A SNOWBANK. PAX STATED THAT THE PILOT CUT PWR ABOUT 200 FT FROM THE RUNWAY; THE AIRCRAFT BEGAN TO SINK FAST. THE PILOT APPLIED POWER TOO LATE TO PREVENT THE UNDERSHOOT. NO MECHANICAL DIFFICULTIES WERE REPORTED.

Brief of Accident (Continued)

File No. - 472

1/23/88

BARRON,WI

A/C Reg. No. N7377V

Time (Lc1) - 1400 CST

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
4. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - SNOWBANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

Brief of Accident

File No. - 473 5/21/88 LA CROSSE, WI A/C Reg. No. N9686S Time (Lcl) - 1807 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL			Injuries			
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	2	0	
Accident Occurred During -DESCENT - EMERGENCY			0	0	0	0	

-----Aircraft Information-----

Make/Model - CHAMPION 7GCBC	Eng Make/Model - LYCOMING O-235-C1	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 115 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LA CROSSE, WI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HOLLAND AIRPARK
Wind Dir/Speed- 130/008 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3100/ 50
Lowest Sky/Clouds - 25000 FT THIN OVC	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - UNK/NR	Total - 930
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 8
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- 250
		Multi-Eng - 28

Instrument Rating(s) - AIRPLANE

-----Narrative-----

APPROXIMATELY TWO MINUTES AFTER TAKEOFF FROM AN UNCONTROLLED AIRPARK, THE AIRCRAFT EXPERIENCED A POWER LOSS AND WAS FORCED TO MAKE AN EMERGENCY LANDING. THE FLIGHT INSTRUCTOR TOOK CONTROL OF THE AIRCRAFT AND COMPLETED A 90 DEGREE TURN TOWARDS AN OPEN FIELD. HOWEVER, THE INSTRUCTOR DECIDED THE FIELD WAS UNSUITABLE FOR LANDING AND EXECUTED ANOTHER 90 DEGREE TURN. THIS PLACED THE AIRCRAFT IN LINE WITH POWER LINES AND A ROW OF TREES. THE INSTRUCTOR, IN TRYING TO CLEAR THE TREES AND AVOID THE POWER LINES, STALLED THE AIRCRAFT AND COLLIDED WITH THE GROUND. THE ENGINE EXAM DISCLOSED NO MALFUNCTIONS OR FAILURES. THE ENG WAS SATISFACTORALLY RUN AFTER THE ACCIDENT. THE OPERATOR WAS USING AUTO GAS. ACCORDING TO THE FAA THE CONDITIONS WERE CONDUCIVE FOR VAPOR LOCK.

Brief of Accident (Continued)

File No. - 473

5/21/88

LA CROSSE, WI

A/C Reg. No. N9686S

Time (Lc1) - 1807 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. POWERPLANT - DISABLED
2. FLUID,FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. MANEUVER - IMPROPER - PILOT IN COMMAND(CFI)
4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND(CFI)
5. TERRAIN CONDITION - TREE(S)
6. TERRAIN CONDITION - WIRE,TRANSMISSION

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5,6

EMBRY-RIDDLE AERO U. DAYTONA BEACH



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